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HONG KONG, TUESDAY, JUNE 26, 1928. PRICE, \$3.00 Per Month.

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Are the ONLY PROTECTION against the tropic sun—they absorb the ultra violet and infra red rays so dangerous to the eyes.

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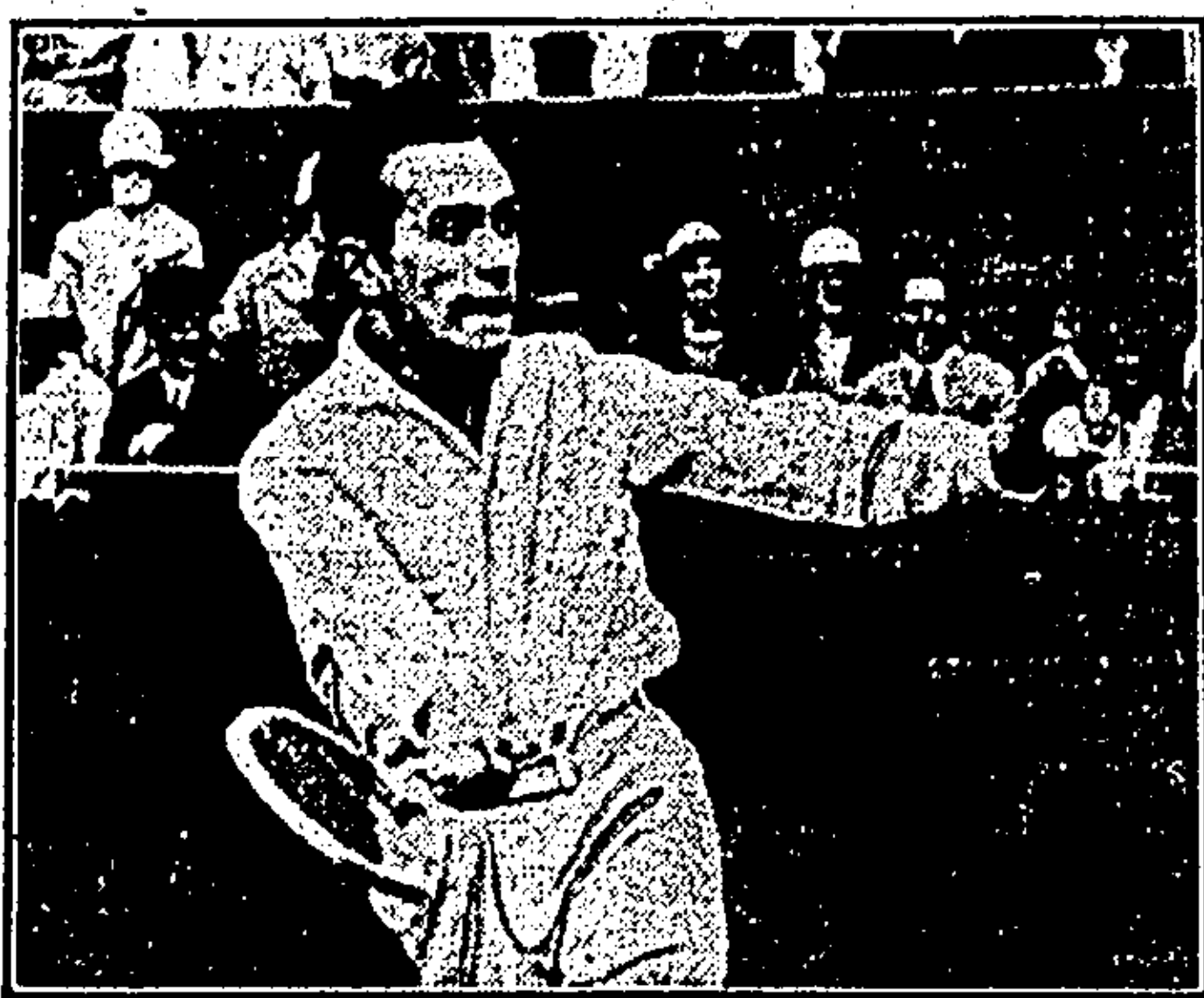
BRITISH DEFEATS.

WEATHER GLORIOUS AND COURTS SPLENDID.

BETTY AND THE SINGLES.

Wimbledon, Yesterday.
The Wimbledon tennis tournament opened in glorious weather, with the courts in splendid condition. There was but a small attendance at the start, which was fixed an hour earlier than usual. In the first round:—

Cochet beat M. Slem (India) 6-2, 8-6, 6-2.
Tilden beat M. Summerson 6-0, 6-1, 6-0.



Henri Cochet, of France, Wimbledon singles champion for 1927.

R. Boyd (Argentina) beat Godfree 6-3, 6-2, 6-2.

Defeats.

A series of British defeats followed: all the losers were Davis Cup players.
Peters (England) beat Crole 6-2, 6-2, 6-1.
Hopman (Australia) beat Higgs 6-2, 6-4, 7-5.
Kingsley (England) beat Turnbull 6-2, 1-6, 6-3, 6-2.



Miss Betty.

Hennessey (America) beat Mather 6-1, 6-0, 6-2.
Lott (America) beat Croble 6-2, 6-0, 6-0.

Another British Davis Cup representative who was defeated was Moon (Australia), who lost to Gilbert 5-7, 6-1, 6-0, 6-4.

First Sensation.

The first sensation was occasioned by E. Andrews, a young



Tilden.

Cambridge Blue and a New Zealand champion beating Francis Hunter (America) 6-4, 6-7, 8-4, 2-6, 7-5.
Hunter was defeated by sheer merit and while the game was on

LANCASHIRE'S BAD TRADE.

QUESTION OF HELP.

THE DOMINIONS' SECRETARY EXPLAINS IN COMMONS.

COTTON GOODS ABROAD.

London, Yesterday.
In the House of Commons during question time, Mr. L. S. Amery said that it was impossible to make a grant from the Empire Marketing Board Fund for the encouragement or sale of Lancashire cotton goods abroad. He favoured doing anything possible to help Lancashire produce, but help would have to be given in another form.—Reuter.

THE "JERVIS BAY'S" NARROW ESCAPE.

CAPTAIN'S STORY.

FIRE MIGHT HAVE HAD TERRIBLE CONSEQUENCES.

STOWAWAYS SENTENCED.

Colombo, Yesterday.
The "Jervis Bay" stowaways were charged at the Police Court on five counts, including that of arson.
Captain Daniel, in his evidence, said that wireless messages were sent from the ship owing to the nervousness of the passengers. He denounced as wicked the imputation that the crew were involved in the disturbances. Captain Daniel explained that he wirelessed for immediate assistance when smoke issued from the ventilators of the room where the stowaways were imprisoned because the electric cables, vital to steering, ran near the room. If these had been severed by the stowaways' crowbar or by fire the ship would have gone adrift. No member of the crew had been involved.
Another officer stated that a large oil-fuel tank was beneath the stowaways, and it might have been set afire, in which case there would have been little hope for the "Jervis Bay".

The Sentence.
The stowaways were found guilty on four counts, but discharged on the arson count, as the magistrate doubted whether they intended actually to destroy the vessel.

Each was sentenced to 5½ months' rigorous imprisonment.—Reuter.

EARLIER TELEGRAMS.

Colombo, June 25.
The "Jervis Bay" arrived here this morning, but passengers were not allowed to land. A preliminary inquiry is being held on board.

The disturbing incidents aboard the "Jervis Bay" have turned out not to be as serious as radio messages from the ship conveyed. When the vessel arrived it was learnt that eight stowaways, headed by a half-caste Cuban, objected to work when discovered and swaggered round the deck cursing. They were eventually incarcerated below hatches, but broke out with the assistance (as the officers believe) of a crow-bar surreptitiously slipped down the ventilators.

Saloon Invaded.
They invaded the saloon, creating a disturbance, till the ring-leader was knocked down by an officer. A general melee followed, and the stowaways rushed along the deck and pushed open the cabin doors, where terrified women and children had fled for safety.

Four British Naval men, who were returning to England after service in the Australian Navy, helped to overpower and batten down the stowaways, and mount guard over them.

Mattresses on Fire.
The stowaways then set fire to their straw mattresses and thrust them out of the portholes, when the smoke threatened them with suffocation. The crew turned on the hose, extinguishing the fire, and effectively quelling the stowaways' violence.

The Captain then wirelessed for assistance and the stowaways were forced into submission by being deprived of food.

The officers, while emphasising that the crew never participated in the trouble, think it possible that some assisted the stowaways to embark. Most of the passengers discount the idea of danger, and declare it was unnecessary to summon a warship.

Nothing Stranger "Since The Voyage of Jonah".

London, Yesterday.

The newspapers are frankly puzzled by the explanations given of the "Jervis Bay" affair. The "Daily Telegraph" for example, declares that there has been nothing stranger than the tale of the stowaways on the "Jervis Bay" since the voyage of Jonah!

The "Daily Mail" says it is still not clear why messages should have been sent out that alarmed the world, and adds that there must surely be other and important circumstances to be disclosed.

The "Morning Post" suggests that Capt. Daniel feared that the desperate stowaways would make a centre of disaffection among the passengers and crew.—Reuter.

ENGLAND LOOKS LIKE WINNING.

TEST CRICKET.

WEST INDIES ONLY SCORE 177 IN FIRST INNINGS.

THE FOLLOW-ON.

London, Yesterday.
At Lords on Saturday the first Test Match between England and the West Indies opened in fine weather before 22,000 people.

The wicket was on the hard side. England won the toss and elected to bat. Eight wickets went down for 382, the top scorers up to this



Hammond.

stage being E. Tyldesley, 122, Chapman 50, Sutcliffe 48 and Hammond 45.

England were all out for 401. Constantine, the visiting fast bowler, took four wickets for 82. West Indies could only produce 177, of which Martin secured 44 and Nunes 37. Jupp took four wickets for 37.

The visitors, following on, had lost six wickets for 55 runs at close of play.—Reuter.

IT MAY RAIN.

S. winds, moderate, generally cloudy, occasional rain, in the official weather-forecast until noon to-morrow.

Pressure is still highest to the east of the Bonins. The Japanese depression has passed into the Pacific. A shallow depression covers the whole of China.

GRAVE ALLEGATION.

"MANUFACTURED" POLICE EVIDENCE?

SOLDIERS AS DECOYS.

Adjourned from last week, a case in which the proprietor of a boarding house at Nos. 5-13 Pak-hoi-street is charged for using his house for immoral purposes, was continued at the Kowloon Magistracy this morning, with Mr. Schofield at the bench.

Mr. Loseby appeared for the defence. At the previous hearing no legal person represented the defendant.

In a lengthy argument regarding the charge, Mr. Loseby said there was absolutely no evidence that any act of immorality had been committed in the boarding house in question. He said he objected to the evidence given by Inspector Shannon at the previous hearing, alleging that the Inspector and one other person had deliberately manufactured evidence against the defendant by sending soldiers to the house.

Inspector Shannon, Mr. Loseby continued, said that he knew that one of the girls was a prostitute, but that was not enough. The Inspector must go one step further and prove that the rest were, and that they were carrying out acts of immorality on the night of the arrest.

Mr. Loseby said that he objected also to the fact that the defendant was not previously warned as to the continuance of the said offence. The soldiers, counsel alleged, had been sent especially to manufacture evidence against the girls and defendant. They were sent to prove that the girls were prostitutes, but there was no evidence that any act of indecency had been committed that night.

Therefore counsel begged His Worship not to look on the statements of Inspector Shannon as evidence against the defendant.

"If a European man goes into a boarding house with a Chinese girl, is that in itself an act of immorality?" asked Mr. Loseby.

After further argument the case was remanded till Thursday, July 5.

TO-DAY'S DOLLAR.

The clearing rate of the dollar on demand to-day was 2/0 7/18.

HOW NOBILE WAS SAVED.

HIS INJURIES.

ICE FLOE 200 YDS. LONG WITH 8 INCHES OF SNOW.

NOBILE'S NARRATIVE.

Rome, Yesterday.
A wireless message from the "Citta di Milano" states that General Nobile has a partially fractured right tibia and crushed right foot with considerable suffusion of blood but that he is progressing well and it is hoped that he will be completely recovered in forty days' hence.

Nobile's own account says that when the Swedish pilot, Lundborg, landed he (Nobile) requested him to fly back firstly, with the injured mechanic, Cecini, the Czechoslovak, Professor Behounek, the mechanic Trojani and secondly, with himself, Lieutenant Viglieri, and the telegraphist Biagi.

Lundborg, however, insisted that Nobile should go first as he was wanted for information and to help in the rescue of the other lost Italians.

Others backed up Lundborg, so Nobile agreed "with a heavy heart" to hand over the command to Viglieri.—Reuter.

The Amundsen Search.

Stockholm, Yesterday.

The floe on which the Swedish aeroplane landed to pick up Nobile, is about 200 yards long, 300 wide and is covered with about eight inches of snow.

The Government is preparing to despatch a number of similar light machines to Spitzbergen.

Another telegram from Rome says that Cecini of Nobile's party, has been saved.—Reuter.

ROYAL RESCRIPT.

EGYPTIAN CABINET DISMISSED.

NAHAS PASHA'S PLEA.

Cairo, Yesterday.

The Chamber has adjourned till a new cabinet is formed.

Nahas Pasha read a Rescript dismissing the cabinet and was applauded.

Amid an excited crowd of students and others yelling "cowards and traitors," an apparent reference to the ministers whose resignations led to the crisis, Nahas Pasha motored to the Saadist Club and made a speech from the verandah appealing to the people not to create trouble but to leave the leaders to deal with the situation in a calm atmosphere.

He added: "I know there are enemies of the constitution but with God's help we will triumph in the end."

The "Mokattam" comments that this is the first occasion since British occupation that the Egyptian ministry has been dismissed without British having had a hand in the matter.

The Royal Rescript was issued dismissing the Ministry on the ground of the break up of the coalition.—Reuter.

A Fresh Sensation.

London, Yesterday.

In connection with the Egyptian political crisis at Cairo, telegrams state that the Opposition newspapers published documents alleged to be signed by Nahas Pasha, the Premier, Wissa Wassef, President of the Chamber, and Gafar Fakhr, a leading Ward Deputy.

These three were the lawyers engaged early last year by the mother of the mad Prince, Ahmed Seifeddin, who escaped from England. She wished them to obtain the removal of the restraint under which the Court had placed the Prince.

It is alleged that these three undertook the case on condition that, if the interdiction were raised, they would receive £2,117,000.

The publication of the documents has caused a sensation in the Egyptian press and has led to a demand for the resignation of the Premier and the President of the Chamber.—Reuter.

"SHUN PO" PROPERTY VANISHING.

ONE MACHINE LEFT.

AUTHORITIES TAKE SURPRISE ACTION.

DISTRAINT FOR RENT.

The Hong Kong "Shun Po's" premises at No. 41, Pottinger-street, just below the main entrance to Police Headquarters, were closed yesterday.

But not by order of the authorities, even though there is a judgment by the Police Magistrate outstanding against the publisher and the partners in the firm of printers! Action was taken by the landlord, who took out distraint for arrears of rent amounting to \$200.

Only one watchman was on the premises when a "China Mail" man called yesterday. A cursory look inside showed the place to be almost bare. Printing furniture and accessories, Chinese type, etc., had vanished wholesale. Even a platen printing machine had ostensibly walked out, leaving a small flat-bed as the only item worth any money. There were a few dilapidated chairs in evidence also.

WHAT IS A PERSON?

Crown Wants Revision of the Sentence.

Later
Lieut.-Col. F. Eaves, D.S.O., occupied the bench in the First Court at the Central Magistracy this morning, when Mr. H. Somerset Fitzroy, Assistant Attorney-General, made an application for revision of the decision he gave in the recent case against the printers and publisher of the "Shun Po," who were summoned at the instance of the Secretariat for Chinese Affairs for breach of the Censorship Regulations, and the Emergency Regulations of 1922.

Mr. Fitzroy said that he was making the application under section 96 of the Magistrates' Ordinance, under which it was provided that within seven clear days of the giving of the decision, it would be lawful for either side to apply for review of the decision.

Proceeding, Mr. Fitzroy said that under the Ordinance no application could be made for revision, if steps were being taken to have that decision reversed. His Worship had granted leave of appeal to the defendants in the case. The appeal had been abandoned now, and he (Mr. Fitzroy) was now making an application for revision.

THE PRINTERS CONCERNED.

Dealing with the Magistrate's powers in the matter, Mr. Fitzroy said that sub-section 4 made it lawful for the Magistrate to grant such an application, whilst sub-section 5 states that it is lawful for the Magistrate to re-open, re-hear the case, and to reverse, vary or confirm his decision.

In applying for a revision of the decision, Mr. Fitzroy asked the Magistrate, if possible, to vary his decision with regard to the printers of the "Shun Po."

Mr. Fitzroy said that the summons against the printers came under the regulation whereby "no person shall print matters which had not been submitted to and approved by the S.C.A." and "no person shall print in a newspaper matters tending to induce persons to refrain from dealing with certain other persons."

Mr. Fitzroy asked his Worship to consider the meaning of the word "person," on which he said "everything turned."

Referring to the Interpretation Ordinance, Mr. Fitzroy said that under section 89 of this Ordinance the word "person" could be applied to include bodies corporate, joint tenants and tenants in common.

Under section 35 relative to Bodies Corporate, a "person" means a body corporate or a firm. A firm was, of course, a body corporate.

LEFT NO DOUBT.

The word "firm" as a definition for "person" counsel proceeded, also appeared under the Printers and Publishers Ordinance, but Mr. Fitzroy emphasised, "except for the imposition of imprisonment," the meaning of the word "person" could include a body corporate or a firm.

Under the Opium Ordinance, and the Dangerous Drugs Ordinance, "firm" was specifically introduced as a definition of "person" for the express purpose of bringing the partners of a firm under the provisions of the Ordinance.

Continuing, Mr. Fitzroy said that

2 COURTS MARTIAL SENTENCES.

PRIVATES GUILTY.

PERIODS OF DETENTION NOW CONFIRMED.

"RESISTANCE" CHARGES.

Accused in two District Courts Martial held on June 15 have been sentenced. In one case, a part of the sentence was remitted.

Private C. W. Foden, 1st Battalion, the Queen's Royal Regiment, was tried on two charges, the second being an alternative one, namely:—

1.—Striking a superior officer in the execution of his duty by striking him in the face with his fist, in Kowloon, on June 5, when he was being taken into custody.
2.—Resisting an escort.

As announced in the "China Mail" then, he was found not guilty on the first charge. On the second, the Court sentenced him to 28 days' detention. This sentence has been confirmed by the acting General Officer Commanding, South China Command, Captain G. A. Pilleau, M.C. (Adjutant, 1st Batt. Queen's Royal Regiment) prosecuted. Lt. A. M. S. Harrington (of the same regiment) defended.

Part Remitted.

Private D. Stables, 2nd Battalion, King's Own Scottish Borderers, faced three charges, namely:—

1.—Disobeying the lawful command of a superior officer on June 8, in Victoria Barracks.
2.—Using violence to a superior officer by catching hold of his throat with both hands.
3.—Resisting an escort by struggling.

He was found guilty on all charges and sentenced to 84 days' detention. The acting General Officer Commanding has confirmed the sentence, excepting 14 days, which part was remitted.

Lt. J. G. Shillington (Adjutant, 2nd Batt. King's Own Scottish Borderers) prosecuted. Accused conducted his own defence.

The Court which tried both cases comprised:—Major G. M. H. Ogilvy (King's Own Scottish Borderers), Captain H. L. Graham, M.C. (Scots Guards) and Lt. J. F. K. Ponsford (Queen's Royal Regiment).

ORIGINAL "ALICE."

M.S.S. RESOLD IN U.S.A.

Philadelphia, Yesterday.
The original manuscript of "Alice" in Wonderland has been resold with a copy of a rare first issue of the book, to an American collector for G\$150,000.—Reuter.

with regard to the Printers Publishers Ordinance, "person" as he had already tried to make clear, included "firm" among its definitions, but not for the purpose of imprisonment.

Referring to section 5 of the same Ordinance, Mr. Fitzroy said that that section gave power to the Captain Superintendent of Police to issue licences for the purpose of carrying on the business of printers and publishers. In the instance of the defendants in this case, such a permit was issued to Poon Ng-hong, who was put down as the manager of the Chung Fat Co. When it came to registration, however, the Chung Fat Company, was put down, but that left no doubt as to who was the responsible person.

Proceeding, Mr. Fitzroy said that it was possible to convict a firm once it was sued as an entity and had appeared as such, but it was not possible to say that the firm was not rightly in Court.

PRINTED UNKNOWNLY.

In this case, Mr. Fitzroy said, his Worship had imposed sentences of imprisonment and fines or imprisonment on each partner of the Chung Fat Co. He asked his Worship to consider seriously this question, namely, if he could under the powers vested in him, fine each individual partner. This, he submitted, his Worship could not do. Counsel also submitted that his Worship could not send any of the partners to jail.

Therefore, in making his application for a revision of the case, he would ask his Worship, if possible, to vary his decision.

(Continued on Page 12.)

Phone C. 22 FOR CLASSIFIED ADVERTISING

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

TO LET.

TO LET—Fully Furnished Flat, Humphrey's Buildings, Kowloon. Apply P.O. Box 22.

TO LET—From 1st July, semi-detached, fully furnished, 5-roomed House with tennis court and garage, Broadwood Road. Reply P.O. Box No. 22.

WANTED TO LET—Shops or Godowns in Central locality, No. 8 Duddell Street. Apply to H. Ruttonjee & Son, 15, Queen's Road Central.

WANTED.

WANTED—Small Flat or Bungalow required, Hong Kong side. State location, rent, etc. Apply Box No. 557, c/o "China Mail."

TUITION GIVEN.

YOUNG ENGLISH LADY accustomed to teaching, is willing to take on a few pupils for private lessons in English or Piano-forte. Two half hour lessons weekly, \$10.00 per month in either English or Piano-forte. Apply Box No. 556, c/o "China Mail."

MME. BARONELLI, ARTISTE—School of dancing for children and adults in character, classical, exhibition, fox-trot and Charleston. Special Attention to stout Ladies who are desirous of regaining their youthful figure. Address—81, Ashley Road, Ground Floor, Kowloon. (Back of Star Theatre).

PRIVATE LESSONS in English and French; violin and piano; stenography and typewriting. Easy conditions. Apply to 6, Aimal Villas, Kowloon.

HOME TUITION.

WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL FOR GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local).
(Camb. Teachers Diploma).
MISS GERTRUDE TURNER
(National Profiel Higher Certificate).

MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 3a, Wyndham St., Telephone Central 22.

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Kodaks and Cameras.
Films, Plates and Papers, etc.
Developing, Printing and Enlarging.

ZEISS and BUSCH
FIELD GLASSES
Price Moderate.

A Trial Order is Solicited.

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26A, Des Voeux Road C,
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LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON
WEDNESDAY, the 27th June, 1928,
commencing at 11 a.m.
at No. 2 Torres Building,
Kimberley Road, Kowloon.

A Quantity of
VALUABLE HOUSEHOLD
FURNITURE.

Catalogues will be issued.
Terms:—Cash on Delivery.
On View from Tuesday, the 26th
June, 1928.

LAMMERT BROS.,
Auctioneers.
Hong Kong, June 19, 1928.

THE Undersigned have received instructions to sell by Public Auction

ON
THURSDAY, the 28th June, 1928,
commencing at 11 a.m.
on the premises
The Goods and Chattels of
The Imperial Cafe,
No. 60, Nathan Road, Kowloon.

Comprising:—
Tables, Chairs, Showcases, Cell-
ing and Table Fans, Crockery, Cut-
lery, Cooking Utensils, Table
Linen, Glass Ware, Mirrors, etc.,
etc.,
and
A Quantity of
FURNITURE.

On View from Wednesday, the
27th June, 1928.
Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.
Hong Kong, June 23, 1928.

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, the 29th June, 1928,
commencing at 11 a.m.
at No. 2, King's Park Building,
Austin Road, Kowloon.

A Quantity of
VALUABLE HOUSEHOLD
FURNITURE.

(Particulars from Catalogue.)
On View from Thursday, the 28th
June, 1928.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, June 26, 1928.

THE Undersigned have received instructions to sell by Public Auction

ON
SATURDAY, the 30th June, 1928,
at 12 o'clock noon,
at their Sales Room, Duddell Street.

The Steam Launch "CRANE,"
as she now lies off Godown No. 4,
The Hong Kong & Kowloon
Wharf & Godown Co., Ltd.,
Kowloon.

Particulars:—
Tons, Registered ..22.02
Length65 Ft.
Breadth13 Ft. 1 in.
Depth8 Ft.
Draft5 Ft. 3 ins.
I. H. P.80
Speed9 Knots.
Passengers50

For Further Particulars and In-
spection Orders apply to the Un-
dersigned.

Terms:—As Customary.
LAMMERT BROS.,
Auctioneers.
Hong Kong, June 25, 1928.

NOTICES.

NOTICE.

THE GUARDS ASSOCIATION
OF
HONG KONG & SOUTH CHINA.

A MEETING will be held at
Messrs. Lane Crawford's Re-
saurant on WEDNESDAY, 27TH
JUNE, 1928, AT 5.30 P.M.

It is earnestly hoped that all
those resident in Hong Kong who
have at any time past served with
His Majesty's Brigade of Guards or
Household Cavalry will attend.

D. L. KING,
c/o P.O. Box 354,
Hong Kong, June 25, 1928.

THE HONGKONG FOOTBALL CLUB DANCE.

ALL MEMBERS and their
friends cordially invited to
the above on 30th June; if weather
inclement, a whist-drive will be
held in the Club-House.
9 p.m. to 12 a.m.
Refreshments.

THE HONG KONG ELECTRIC CO., LTD.

Issue of 150,000 New Ordinary
Shares of £10 Each, Credited
as Fully Paid Up.

NOTICE IS HEREBY GIVEN
that the Register of Members
of the Company will be CLOSED
from 1st July, 1928, to the 10th
July, 1928, both days inclusive,
during which period no Transfer
of Shares can be registered.

By Order of the Board of
Directors.
GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hong Kong, 16th June, 1928.

NOTICE.

THE PUBLIC ARE HEREBY
WARNED that the only
genuine Lipton's Tea No. 1
"YELLOW LABEL," bears Chinese
Characters on the top of the tin,
whilst inside the lid will be found
a Coupon. 12 Coupons from 1 lb.
tins or 24 Coupons from ½ lb. tins
can be exchanged for a ½ lb. tin
of Tea, Free of Charge on applica-
tion to

MESSRS. W. R. LOXLEY & CO.,
Local Agents.
MESSRS. LIPTON, LTD.,
COLOMBO.
Hong Kong, 23rd June, 1928.

HONG KONG HORTICULTURAL SOCIETY.

THE ANNUAL GENERAL
MEETING of the Society will
be held on THURSDAY, 28th June,
at 5.30 p.m. in the Board Room of
Messrs. Jardine, Matheson & Co.,
Ltd.

All Ladies and Gentlemen inter-
ested in Horticulture, whether
members of the Society or not, are
cordially invited to attend.

AGENDA:
1. To receive and pass the Com-
mittee's Report and Statement
of Accounts.
2. To elect Officers and Commit-
tee for the ensuing year.
3. Any other Business.

J. A. H. PLUMMER,
A. TSE,
Joint Hon. Secretaries.
Hong Kong, 25th June, 1928.

EXQUISITE BEAUTY

and Splendor of the
Orient is stored in
Jade, clear as the
Lover's Eye, Amber,
Agate, Crystals, Ivory
and delicate
hand-carving Work-
manship, once trea-
sures of nobility. We
take pleasure to show
lovers of beauty in
Hong Kong a new col-
lection of master-
pieces, just arrived
from Peking, the trea-
sure house of old
Cathay.

Inspection of our Jewel-
lery and Curios is cordi-
ally invited.

SHU HING WING,
49, Queen's Road Central,
Kowloon.
11 Partze Hotung 40 Po-Wah St.

When you
**TAKE A
TAXI**
You pay the correct fare.

THE ROSY SIDE.

TALES TOLD IN THE PEACE
COURT.

PERFECT HUSBANDS & WIVES.

[By R. E. Corder.]

Three wedded couples stood in the
peace court of the Dunmow Flitch
at Ilford, Essex, recently and ad-
mitted that for a year and a day
they had lived in perfect harmony.

How very sad! How they must
have missed the rapture of making
it up. Love really begins with the
first tiff, and ends with the last row.
Married life without a row is like
flowers without fragrance, wine
without flavour, songs without
words.

Mr. William Henry Cook (51), a
fish salesman, of Winchelsea-road,
Tottenham, and his wife, Elizabeth
Mary, won the flitch and knelt on
the ancient Dunmow kneeling stones
hollowed by the knees of many
happy couples of long ago.

A second flitch was divided be-
tween Mr. and Mrs. William George
Ward, of Chadwell Heath, a caterer;
and Mr. and Mrs. William Herbert
Barrett (42), a clerk, of St. Mary's-
road, Ilford.

Witty Fooling.

The Court of the Dunmow Flitch,
whatever it may have been in olden
days, is now a queer combination of
witty fooling and earnest senti-
ment. Counsel for the flitch ask
embarrassing questions of the non-
sense type, which are answered with
perfect gravity and in all serious-
ness by the competing husband.

The winning couple have been
married for 35 years and have had
16 children.

"Why have you turned from fish
to bacon?" inquired Mr. J. H.
Hayes, M.P., appearing for the
flitch.

"Well," replied Mr. Cook pro-
fessionally, "you will find that
smoked haddock tastes much nicer
with a rash of bacon."

"Did you always take out the
children?" Mr. Cook was asked.

"He could not do it," murmured
Mr. A. S. Comyns Carr, K.C., re-
presenting the applicants.

"Yes, he could—in a motor-
coach," remarked the judge (Mr.
Charles Austin, the comedian).

The judge was arrayed in a
scarlet robe and a full-bottomed
wig, and counsel, who included two
"Portias" wore wigs and gowns.

The jury was composed of six
charming young splinters dressed
in white, and six dashing young
bachelors.

It was stated in "court" that out
of the 216 young men and women
who had served on the jury many
had paired off from the box and
qualified as competitors for the
flitch.

The First Talking Machine.

All three competitors declared
that their favourite author was
Dickens. "And Isobel Clark,"
added Mr. Cook, causing counsel to
exclaim: "Who the dickens is Isobel
Clark?"

"I've never met the lady," said
Mr. Cook, "but she writes beautiful
love stories."

Among the bright things said
during the "trial" were:

"A grand baby is better than a
baby grand."

A thing of beauty may be a jaw
for ever."

"The first talking machine was
made out of a rib."

"A wife may complain that when
her husband meets a pretty girl he
is apt to forget he is already mar-
ried. On the other hand, nothing
may drive him to realise the awful
truth with such terrible force."

The tent in which the court was
held was crowded, mainly with
married couples, young and old,
eager to gaze on ideal married
bliss.

How the wives nudged the hus-
bands when the competitors de-
clared that they never drank, never
stayed out late, and always ap-
preciated the company of their
wives! And how the husbands
laughed when the judge pretended
to look for wings sprouting on the
perfect husbands' shoulders!

SOLICITOR FINED.

David Nimmo, whose address
was given as Linden-gardens, Bay-
swater, was fined three guineas,
with five guineas costs, at the West
London Police-court for pretending
that he was a qualified solicitor
at the West London County-court.

Mr. Robert Humphreys, pro-
secuting for the Law Society,
stated that Nimmo was adjudicated
bankrupt last October, and was,
therefore not entitled to a cer-
tificate until he had got his dis-
charge, but he appeared robed as a
solicitor and advocate before the
judge.

Mr. Nimmo urged that he had
been guilty only of a technical
offence. Through no fault of his
own he was adjudicated bankrupt,
and he had since acted as managing
clerk to a solicitor. The cases at
the County-court were not
actions, but chamber matters on
which he had a perfect right to
appear as advocate. It was only
out of deference to the Court that
he robed.

NOTICE

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NOTICE IS HEREBY GIVEN that the Undermentioned Cargo
at present stored in this Company's Godowns at Kowloon will be
SOLD by Public Auction unless CLEARED on or before the 14th
July, 1928, and/or the Charges in respect thereof paid:—

Lot No.	Name of Storer	Cargo	Date Stored
B 59164	R. Pope	2 Cases Personal Ef- fects and Porcelain	9/ 5/08
D 37998	Arthur Neilson	1 Case Safe	1/ 5/18
60445	Getz Bros. & Co.	5 Pieces Square iron	8/ 8/18
E 41210	Davis Co., Ltd.	1 Package Valves	19/ 4/24
37702	Colonial Commercial Co.	1 Case Show Cards	6/10/21
38315	J. Joseph	47 Cases Furniture (marked E.E.)	13/ 4/22
41670	H. A. Barbey	5 Casks Chlorate of Potash	5/ 7/24
38419	Davis Co., Ltd.	1 Bag Broken Glass	17/ 5/22
38561	do.	5 Cases Sulphuric Acid	6/ 7/22
38601	Dr. Wagner	15 Packages Effects	1/ 7/22
42361	China Trade Develop- ing Co.	1 Case Dye Samples	17/ 9/24
43454	Kawashima Trading Co.	60 Cases Wood Tar	9/ 3/25
85066	Andrew Forbes & Co.	1 Case Hats	6/ 9/24
D 33203	Tom Gunn	12 Cases Aeroplane Parts	1/ 5/18
34083	Tei & Co.	28 Cases Lamp Shades	7/ 5/17
34190	do.	2 " Switches	4/12/17
34191	do.	5 " Cord Holders	4/12/17
E 31007	Kung On Wing	2 " Films	19/ 4/20
31846	Tung Sang Co.	2 " Cotton	3/ 2/21
E 32146	On Tai & Co.	1 Case Cotton Piece Goods	31/ 5/21
32969	Nam Hing Yuen	1 Bale Paper	5/10/22
34193	On Tai & Co.	8 Cases Account Books	23/ 6/24
D 97045	R. Negre	1 Case Brandy	17/ 2/18
97230	do.	1 " "	5/ 4/18
97858	Gerin, Drevard & Co.	2 Barrels Wine	23/10/18
98884	R. Negre	75 Cases Claret	16/ 7/19
99302	do.	1 Case Vermouth	1/11/19
99404	do.	1 " Brandy	15/11/19
E 13416	Colonial Commercial Co.	100 Cases Port	14/11/23
13417	do.	5 " Stout	14/11/23
14074	Clifton T. Chang	11 " Wine	14/ 7/24
14075	do.	8 " "	16/ 7/24
F 10008	N. Blumenthal & Co.	9 " Liqueur	3/ 3/25
10039	Magasin General	2 " Brandy	17/ 3/25
17000	Soon Lee Hong	9 " Cigarettes	9/ 4/25
17017	do.	7 " "	20/ 5/25

THE HONG KONG & KOWLOON WHARF &
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Hong Kong, 20th June, 1928.

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HARUNA MARU Saturday, 30th June.
KAMO MARU Saturday, 14th July.
KATORI MARU Saturday, 28th July.
SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU Wednesday, 25th July.
MISHIMA MARU Wednesday, 22nd August.
BOMBAY via Singapore, Penang, & Colombo.
GENOA MARU Wednesday, 27th June.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
GINYO MARU Thursday, 12th July.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAMAKURA MARU Thursday, 12th July.
NEW YORK and/or BOSTON via PANAMA.
TAKAOKA MARU Wednesday, 4th July.
LIVERPOOL via Port Said, Geneva, Marseilles.
DURBAN MARU Tuesday, 10th July.
CALCUTTA via Singapore, Penang & Rangoon.
RANGON MARU Saturday, 30th June.
NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU Friday, 20th July.
SHANGHAI, KOBE & YOKOHAMA.
TOTTORI MARU (Moji direct) Sunday, 1st July.
CEYLON MARU (Moji direct) Monday, 9th July.
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O. S. K.

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LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
Colombo, Suez and Port Said.
ALTAI MARU Wednesday, 11th July.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.
MAHINA MARU Monday, 2nd July.
BOMBAY—Via Singapore & Colombo. Wednesday, 4th July.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND
MOMBASA—Via Singapore and Colombo. Wednesday, 4th July.
PANAMA MARU Sunday, 8th July.
CALCUTTA—Via Singapore, Penang and Rangoon. Thursday, 26th July.
SHUNGO MARU Thursday, 26th July.
SEATTLE MARU Wednesday, 25th July.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and
Japan ports.
ARABIA MARU (From Shanghai) Monday, 2nd July.
MELBOURNE—Via Manila, Brisbane & Sydney. Friday, 8th July.
BURMA MARU Friday, 8th July.
HONGKONG—Via Saigon. Friday, 8th July.
HAIKONG—Via HONGKONG & PAKHOI. End of June.
NEW YORK—Via Japan ports, San Francisco & Panama. Saturday, 7th July.
HAWAII MARU Saturday, 7th July.
JAPAN PORTS Saturday, 7th July.
KOROKU MARU Sunday, 1st July Noon.
TAKAO—Via SWATOW & AMOY. Thursday, 28th June noon.
TAKAO & KEELEUNG Saturday, 7th July.
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**SHIPPING SECTION.****COASTAL CHANGES. LIABILITY FOR LOSS.****MOVEMENTS IN SHIPS' PERSONNEL.****NEW APPOINTMENTS.**

Captain J. W. Tinson, from reserve, has gone master, "Siklangu."
Captain C. H. Jones, of the "Siklangu," has gone master, "Luchow."
Captain F. W. Potter, of the "Luchow," has gone master, "Newchwang."
Captain A. H. Bathurst, of the "Newchwang," has gone master, "Yingchow."
Captain J. Taylor, of the "Yingchow," has gone master, "Slangtan."
Captain S. H. Bates, of the "Slangtan," is on reserve.
Mr. S. M. F. Haslett has been appointed second officer, "Chinkiang."
Mr. W. Paterson, chief officer, "Anking," has gone chief officer, "Kwangtung."
Mr. D. C. Jones, chief officer, "Kwangtung," has gone chief officer, "Anking."
Mr. E. Michelson, second officer, "Anking," has gone second officer, "Kwangtung."
Mr. R. M. Woolfenden, second officer, "Kwangtung," has gone second officer, "Anking."
Mr. D. V. Duncanson, from reserve, has gone second officer, "Soochow."
Mr. B. B. C. Lee, second officer, "Szechuen," has gone second officer, "Ningpo."
Mr. R. J. Powrie, second officer, "Chinkiang," has gone second officer, "Szechuen."
Mr. E. G. Benson, second officer, "Suiyang," has gone acting chief officer, "Tatung."
Mr. J. W. Hurst, chief officer, "Tatung," has gone chief officer, "Slangtan."
Mr. J. McKinlay, second officer, "Chengtu," has gone second officer, "Suiyang."
Mr. T. A. Ellis, sup'y second officer, "Hsin Peking," has gone second officer, "Tatung."
Mr. B. Rybalovsky, second officer, "Wuchang," is on Home leave.
Mr. W. Christie, chief officer, "Wuchang," has gone chief officer, "Hsin Peking."
Mr. W. Jones, chief officer, "Hsin Peking," has gone chief officer, "Wuchang."
Mr. S. E. Ries, second officer, "Sunning," has gone second officer, "Hupei."
Mr. M. Defty, second officer, "Hupei," has gone second officer, "Sunning."
Mr. L. Cook, second officer, "Shansi," is on reserve.
Mr. H. V. Steed, second officer, "Siklangu," has gone second officer, "Yunnan."
Mr. J. H. Davey has gone appointed second officer, "Hsin Peking."
Mr. J. A. Young, from reserve, has gone sup'y chief engineer officer, "Wenchow."
Mr. A. B. Brown, third engineer officer, "Hupei," has gone third engineer officer, "Chinhua."
Mr. J. W. E. Tonkin, third engineer officer, "Chinhua," has gone third engineer officer, "Hupei."
Mr. F. C. Crone, from Home, has gone third engineer officer, "Klungchow."
Mr. A. C. Morice, third engineer officer, "Klungchow," has gone third engineer officer, "Soochow."
Mr. L. St. T. Rail, third engineer officer, "Soochow," is on reserve.
Mr. J. Campbell, from reserve, has gone third engineer officer, "Foyang."
Captain C. M. Cater, of the "Pingwo," has gone master, "Klangwo."
Captain J. H. Smith, of the "Klangwo," has gone master, "Pingwo."
Captain S. Findleson, of the "Fausang," has gone master, "Loongwo."
Mr. J. Toimie, on joining the service of the Indo-China S. N. Co., is on reserve.
Mr. A. C. Newton, chief officer, "Hopang," has gone chief officer, "Tuckwo."
Mr. N. Hichens, second officer, "Kwaisang," is on reserve.
Mr. G. I. Lawson, second officer, "Kutwo," is on reserve.
Mr. J. Findlater, third engineer officer, "Loongwo," has gone acting second engineer officer, "Yusang."
Mr. A. Hodge has been appointed third engineer officer, "Loongwo."
Mr. B. H. E. Fowkes, second engineer officer, "Yusang," has gone acting chief engineer officer, same ship.
Mr. T. B. Anderson has been appointed second officer, "Apooy."
Shipping and Engineering.

Among the passengers arriving in Hong Kong on the s.s. "President Jackson" was Mr. W. D. C. Caskel, a 2nd officer employed by the China Navigation Co.

AN UNUSUAL TYPE OF ACTION.**SEQUEL TO COLLISION.**

Not often after a collision suit is the question examined as a separate case, whether the sinking of one of the vessels was due to some negligence of those in charge of her. This has happened in the Admiralty Court in the collision of the "Vulcano" and the "Union." Mr. Justice Bateson decided the liability for the collision as one matter, and then with other evidence and other considerations proceeded to inquire at the instance of the owners of the "Union" what happened after the collision on board the "Vulcano," which was steaming for port and went down "suddenly." One of the questions was whether her state was worsening in a gradual and perceptible sort of way. In the end Mr. Justice Bateson found the owners of the "Vulcano" as plaintiffs, were entitled to recovery, as part of their damages for the collision, the loss of their vessel.

The "Union" was a French steamer, the owners of the "Vulcano" were the Italian Societa Anonima Industria Armamento. The collision occurred in the St. Lawrence on October 18 last in fog, and after it the "Vulcano" turned to go up river again into Quebec, and sank on the way. For the collision Mr. Justice Bateson found both to blame for proceeding at too great a speed in fog. The defendants suggested that those in the "Vulcano" might have taken steps to prevent her sinking, and earlier seen how desperate her case was becoming.

The counsel in the case were Mr. C. R. Dunlop, K.C., and Mr. Alfred Bucknill, for the "Vulcano," instructed by Messrs. Thos. Cooper and Co.; and for the "Union" Mr. George Langton, K.C., and Mr. Lewis Noad, instructed by Messrs. W. A. Crump and Son.

Due to Collision.

After a long hearing, Mr. Justice Bateson, in his judgment, said:—I have already decided the question of liability for the collision in this case, and the question now is whether the subsequent sinking was due to the collision or not. I find that it was. It was agreed by the parties that the evidence taken at Montreal on the Board of Trade inquiry was to be put in. That agreement was confined to the evidence. In dealing with this part of the case, I ought to say at once that in substance I believe the evidence of the captain and the chief officer and the two engineers of the "Vulcano." It is quite true, as Mr. Langton has pointed out, that I did not believe some of their evidence with regard to the collision; but in that part of the case one can understand that the crew might well feel that they had to make the best case they could with regard to the collision; but there was no reason on the part of the crew of the "Vulcano" to suppose that the subsequent sinking would be challenged in the way it has been challenged in this case—at least, I do not think so.

It is not a point that very often arises; and with Italians, as they were, I think it may very well be that they would have no anticipation that the results of the collision would be questioned. In the way they have been. Therefore, there was not the same temptation to make up—when I use the expression "Make up" I do not use it in an offensive sense—a portion of their evidence for the purpose of that part of the case.

I am fortified in this by knowing that throughout their evidence the Italian witnesses have consistently told the same story about the subsequent events. Having seen them and heard what they had to say, and formed the best opinion I could on hearing them give their evidence, I saw and see no reason to doubt the truth of it. One great consideration with regard to their case is this: After the accident they were in deep water, and their lives depended on what they did with their ship. If they acted carelessly they might easily lose their lives; also they might lose their property, as, in fact, they did in the events that happened. Being members of a Latin race, who sometimes are said not to exhibit the same calm demeanour in times of stress and trouble, I think they acted in this case with prudence and care such as only would naturally expect from ordinary people. They do not seem to have become panic-stricken, and they seem to me to have taken very natural and reasonable steps for getting their ship into a port of repair as soon as they could after the accident.

Instructions to Pilot.

The collision happened at about 11.15 in the morning of October 18. The pilot boarded the vessel about half-past twelve in order to take her back to Quebec. When he came on board he suggested to the master in broken English what occurred to him, having seen the damage to the vessel's bows from the outside. When I say "suggested," he asked the question, "Do you want me to put your ship ashore?" The master answered, "No; my ship is all right; my ship go Quebec." In considering the whole of this matter, one has to bear in mind that the pilot who boarded was apparently a Frenchman, the master was an Italian, and the pilot says he spoke to him in broken English. How far the English of the Frenchman was as good as it appears in his evidence I do not know. He may have been as good an English linguist as he was a French one; but certainly the master was an Italian who had very little English, and whose French we did not get an exhibition of.

Apparently they conversed in either broken English or broken French, so far as the Italian master was concerned, and there may have been some difficulty in their understanding each other. However that may be, the pilot asked the question. He did not say, "You ought to beach the ship." He gave no advice to that extent. Apparently, having once asked the question, and being informed that the ship was all right, he never subsequently disagreed with the master in attempting to make Quebec. Then from the time the pilot boarded the ship the vessel steamed slowly—I am satisfied that the crew are right about this—till about 2.50.

There is a discrepancy in the evidence of the pilot and the evidence of the crew, but reading the evidence of the pilot, I think it is most unsatisfactory. I have to form the best opinion I can upon the cold print, but on the whole, the conclusion I have come to is that his evidence is not at all satisfactory. He says that he steered a course of W.N.W. Where he thought he was taking the ship to on such a course as that I really do not know, but a W.N.W. course would take him very nearly right across to the other side of the river. Then, with regard to his speed, he says that he put her at full speed at the very beginning to get her to come round on to her course, and for the next hour and a half he did nothing with her except bring about—I gather that is supposed to be the effect of his evidence—and then went on full speed for some half-hour, reducing it from full speed to various speeds after that, and then finally reverting to full speed, to try and beach her at

(Continued on Page 10.)

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KHYBER	9,114	7th July	Marseilles, London, Antwerp & Hull.
RAWALPINDI	16,610	21st July	Bombay, Marseilles & London.
NANKIN	7,058	28th July	Marseilles, London, Antwerp & Hull.
KASHMIR	8,985	4th Aug.	Marseilles, London & Antwerp.
KIDDERPORE	5,334	14th Aug.	Straits & Bombay.
RAJPUTANA	16,568	18th Aug.	Bombay, Marseilles & London.
NALDERA	16,088	1st Sept.	Bombay, Marseilles & London.
KALYAN	9,144	15th Sept.	Marseilles, London & Antwerp.

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Frequent connection from Port Said for Passengers & Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
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BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,006	27th June	Singapore, Penang & Calcutta.
TAKADA	8,949	5th July	Singapore, Penang & Calcutta.
TALAMBA	8,018	10th July	Singapore, Penang & Calcutta.
TALMA	10,000	3rd Aug.	Singapore, Penang & Calcutta.
TALWI	7,936	13th Aug.	Singapore, Penang & Calcutta.

B.I. Apar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ST. ALBANS	4,500	12th June	Manila, Sandakan, Thursday Island.
ARAFURA	6,000	4 p.m.	Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,956	31st Aug.	Melbourne.

*Calls Port Holland and omits Sandakan.

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Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Tientsin, Cebu,
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The P. & O. Branch Service of steamers to London via the Cape.

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London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

NELORE	6,853	3rd July	Shanghai, Kobe & Yokohama.
KASHMIR	8,985	6th July	Shanghai, Kobe & Yokohama.
TALMA	10,000	11th July	Shanghai, Kobe & Yokohama.
ARAFURA	6,000	10th July	Shanghai, Kobe & Yokohama.
KIDDERPORE	5,334	14th July	Shanghai, Kobe & Yokohama.
TAKIWA	5,273	18th July	Shanghai, Kobe & Yokohama.
RAJPUTANA	16,568	20th July	Shanghai, Kobe & Yokohama.
SANTHIA	7,764	25th July	Shanghai, Kobe & Yokohama.
KALYAN	9,144	3rd Aug.	Shanghai, Kobe & Yokohama.
TANDA	6,956	7th Aug.	Shanghai, Kobe & Yokohama.
TILAWA	10,006	8th Aug.	Shanghai, Kobe & Yokohama.
NALDERA	16,088	17th Aug.	Shanghai, Kobe & Yokohama.
KASHGAR	9,005	31st Aug.	Shanghai, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

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SAILINGS FROM HONG KONG.

S.S. "HELENUS"		Via Suez Canal	29th June.
S.S. "CITY OF OSAKA"		Via Suez Canal	13th July.
S.S. "DARDANUS"	.....	Via Suez Canal	27th July.
S.S. "CITY OF EVANSVILLE"		Via Suez Canal	10th Aug.
S.S. "LYCAON"		Via Suez Canal	24th Aug.

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PASSENGER LISTS.

ARRIVALS.

Passengers arrived by the s.s.

"President Jackson" were—

Miss L. Champion, Mr. W. D.

Cashel, Mr. Dy Feng-jo, Matr.

Dionisio Dy Feng, Miss E. E.

Elliott, Mr. S. Geson, Mrs. R. A.

Joffray, Mr. S. Kaneko, Mr. Leong

Chick-joong, Mrs. R. S. Milton, Mrs.

B. McAnlis, Mrs. R. Mansia, Matr.

M. Mansia, Mr. Ng Su-tian, Mr.

and Mrs. J. J. Price, Mr. A. Ramos,

Mr. and Mrs. G. W. C. Sharp, Hon.

Mr. J. Sumulong, Matr. J.

Sumulong, Jr., Mr. E. H. Trice, Mr.

Y. Maye, Mr. W. W. Brotherton,

Mrs. W. M. Downes, Miss E.

Downes, Mrs. R. Hahn, Mr. P. E.

Jones, Mr. M. La Voy, Mr. G. F.

Shecklen, Fr. P. Zunzarren, Mr. A.

Matsumoto, Mr. C. Feltman, Mrs.

E. Feltman, Matr. L. Feltman, Mr.

A. A. Bryan, Mr. S. Heehla, Mr.

Wm. L. Moran, Mr. G. W. Parsons,

Mrs. G. Parsons, Mr. G. Reindel,

Lt. J. M. Ross, Mrs. B. T. Ross,

Mr. P. C. Smith, Capt. I. I. Yates,

Mrs. C. Yates, Miss C. B. Yates,

Miss P. Yates.

Passengers arrived from Canada

via Japan and Shanghai by the s.s.

"Empress of Russia" on June 25

were—

Mr. C. J. Barwick, Mr. F. Barber,

Mr. W. J. Caldwell, Mr. Y. Y.

Chen, Mr. K. Chen, Mr. J. K. Choy,

Mr. P. C. Chen, Mr. and Mrs. L. T.

Chen, Mr. C. W. Chan, Mr. T.

Cheung, Mrs. P. S. Cheung, Miss

May Chang, Miss Chan, Capt. A. W.

Davidson, Rev. and Mrs. P. A.

Eakin, Miss L. A. Eakin, Miss E. R.

Eakin, Mr. F. Edmondson, Mr.

C. Y. Fong, Miss N. H. Gray, Mr.

and Mrs. A. Holder, Mr. L. M.

Hand, Mr. Ip Ping-lan, Mr. Ip

Wing-cho, Sir E. Kadoorie, Mr. L.

Kadoorie, Mr. A. R. Kepler, Mr.

and Mrs. P. C. Ling, Mrs. T. C.

Ling, Mr. M. S. Liu, Mr. and Mrs.

Y. S. Loo, Miss Loo, Miss Loo, Mr.

S. H. Mo, Mr. W. N. Ng, Mr. and

Mrs. C. Reich, Mr. H. W. Ray, Mr.

H. Scanlon, Dr. and Mrs. R. W.

Shearman, Mr. K. W. Shearman,

Mr. Ed. Stone, Miss R. Stewart,

Mr. Y. C. Shaw, Mrs. W. Shevan,

Mrs. V. Thompson, Mr. C. A. Vogt,

Miss A. C. Valpied, Miss D. E.

Willis, Mr. S. M. Wang, Mr. C. F.

Wang, Mr. C. S. Chan, Mr. H. Chen,

Mr. C. J. Conroy, Mr. Y. C.

Chan, Miss L. Chung, Mr. H.

Chung, Mrs. L. and Matr. Chang,

Mr. Y. F. Chen, Mr. W. C. Choa,

Mr. Chin Pin-kong, Mr. K. T.

Chung, Mr. Chan Sun, Mr. H. Chow,

Mr. and Mrs. S. C. Chu, Mr. T. T.

Choy, Miss S. Choy, Mr. G. Chue,

Mr. H. M. Chang, Mr. C. C. Chen,

Miss Y. Y. Chen, Mr. M. K. Choa,

Mr. M. K. Chang, Mr. and Mrs. K.

Chung, Mr. C. Chen, Mr. H. Chiu

Chan, Mr. and Mrs. S. L. Chan,

Mr. Robert Der, Miss M. R.

Edwards, Mr. W. K. Fong, Miss

E. G. Foot, Mr. V. T. H. Firth,

Mr. W. J. Grant, Mr. G. H. Gray,

Mr. and Mrs. W. Gock Ming and

2 children, Mrs. Gock, Mr. Gock S.

Chang, Matr. G. Ho, Mr. S. W. Ke,

Mr. Ko Yea-woon, Mr. W. P. Kam,

Mr. Lee Shai-yim, Mr. Lee Poy-sun,

Mr. Lee Kwong-yuen, Mr. J. C.

Lung, Mr. and Mrs. H. C. Lau, Miss

Lau, Mr. C. S. Lee, Mr. T. T. Lou,

Mr. C. K. Lau, Mr. N. N. Laing,

Mr. S. W. Ma, Mrs. S. M. Mok, Mr.

and Mrs. Marchut, Mr. K. K. Ng,

Mr. O. A. Nyborg, Mrs. M. Ou, Mr.

Pung Ken-sam, Mr. K. W. Shun,

Mr. C. K. Sia, Miss C. K. Sze, Mrs.

K. and Miss Tau, Mr. M. P. Wong,

Mr. J. T. Wong, Mr. W. L.

Wohlgemuth, Mrs. S. Wong and 7

children, Mr. and Mrs. N. H. Wong,

Mr. S. T. Wu, Mr. Yen Chau-shung,

Mr. S. Y. Yun, Rev. and Mrs. A. E.

Bigelow, Mr. S. B. Boskoff, Mr. and

Mrs. E. A. L. Best, Miss M. Best,

Matr. H. Best, Mrs. H. E. Crampton,

Miss Clinton, Mrs. E. O. Drake,

Miss M. Drake, Matr. J. Drake, Mr.

F. Kawano, Mr. and Mrs. F.

Natividad, Mr. S. C. Preston, Dr.

H. Schmid, Mrs. J. A. Walker, Maj.

J. K. Boles, Mr. G. Canda, Miss

J. M. Franklin, Mr. and Mrs. C. A.

Gunn, Mr. G. H. Murrin, Mr. and

Mrs. O. Ruddeck, Mr. E. F.

Richards, Rt. Rev. A. R. Salinas,

Mr. G. Samson, Mr. Tan Eng-guan.

CONSIGNEES' NOTICES.

Consignees of Cargo ex s.s.

"Benrackle" are reminded to take

delivery of their goods which will

be subject to rent after June 27.

Consignees of Cargo ex s.s. "City

of Bedford" are reminded to take

delivery of their goods which will

be subject to rent after June 27.

Consignees of Cargo ex M.V.

"Esquiline" are reminded to take

delivery of their goods which will

be subject to rent after June 29.

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Sailing on the 29th June, 1928.

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CONSIGNEES.

LLOYD TRIESTINO N. CO.

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"ESQUILINO"

From Trieste, Venice, Brindisi,
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hereby informed that all Goods
are being landed at their risk into
the Godowns of the Hong Kong and
Kowloon Wharf & Godown Com-
pany, Ltd., at Kowloon, whence
and/or from the wharves delivery
may be obtained.

Optional Cargo will be forward-
ed unless notice to the contrary be
given before 23rd instant.

No claims will be admitted after
the Goods have left the Godown,
and all Goods remaining undeliver-
ed after the 29th inst. will be sub-
ject to rent.

All claims against the vessel
must be presented to the Under-
signed on or before the 9th prox.
or they will not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Go-
downs, where they will be exami-
ned on the 29th inst. at 10 a.m. by
our surveyors, Messrs. Goddard &
Douglas.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

DODWELL & CO., LTD.

Agents.

Hong Kong, 22nd June, 1928.

NOTICE TO CONSIGNEES.

A. & M. LINE.

From U.S.A.

THE Steamship

"CITY OF BEDFORD"

having arrived, Consignees of Cargo

by her are informed that all Goods

are being landed at their risk into

the hazardous and/or extra-

hazardous Godowns of Holt's

Wharf, whence delivery may be

obtained.

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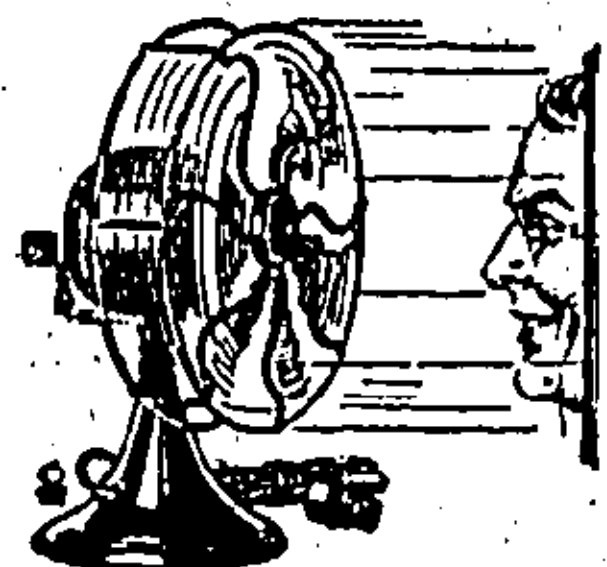
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JUNE 25th TO JUNE 30th

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DEATH.

GRACA OZORIO.—At her residence, No. 1 Observatory Villas, Kowloon, Camilla Maria, dearly beloved wife of Dr. F. M. Graca Ozorio. The funeral will pass the Monument to-day at 6 p.m.

Hong Kong, Tuesday, June 26, 1928.

SIR PAUL'S MEMORY.

Straightforward though the appeal be, it is common knowledge that much thought has been given to the form which the memorial to Sir Paul Chater, Kt., C.M.G., should take. That his name should be perpetuated, there is no doubt whatsoever. There is Chater-road, in the heart of the city and traversing much of the central reclamation which he sponsored. There is also Catchick-street, at Kennedy-town. Few men have done as much for the Colony of Hong Kong as has the late Sir Paul and few, if any, had the honour of having two highways named after them during their period of service. Now that the appeal is being circulated, there is no necessity to quote it at length here. The question which first comes to mind is:—Will the University scholarships prove to be the most suitable method of perpetuating the memory of "The Grand Old Man" of Hong Kong? A statue has been considered. Possible localities have been discussed. But in this era of practicability, the scholarships will meet with the greatest measure of popular support. At fixed intervals, examinations will be held. The results will be announced. There will be reference to the fund when the holders graduate. And more people will have direct cause to be grateful

to Sir Paul even though he can do no more himself.

We notice in the opening paragraph of the appeal that "all sections of the public and of the business community of Hong Kong are invited to subscribe." Was the distinction intended? We feel that the major part of the donations will come from the business section but the merchants form part of the public. It is perhaps to emphasise that the late Sir Paul was one of their number—that he conferred honour on them by having been of their number. But merchant or not, one cannot fail to be impressed by the wording of the appeal. Practically every nationality which has permanent domicile in the Colony is represented on the committee. The names include the best known outside officialdom. The members can be fully relied upon to see that the underlying spirit of the memorial will be carried out, namely, that the scholarships will "be open to competition, without distinction of sex or race, by the children of parents domiciled in Hong Kong, provided that such parents are unable, without the aid of a scholarship, to send their children to the University."

Sir Paul Chater took great interest in our centre of learning. His former colleague, who predeceased him, the late Sir Hormusjee Mody, has his name engraved on the foundation stone as one of the original great benefactors. Sir Paul's donation was \$250,000. With this gift a number of scholarships are entailed, hence the word "Memorial" is suggested in the appeal now issued. In addition to this large sum, Sir Paul gave the benefit of his vast knowledge and experience. In doing so, he may have been influenced by his nephew, the late Dr. G. P. Jordan, who was Pro-Vice-Chancellor during a critical period in the University's history. When the University underwent financial reorganisation, Sir Paul undertook the onerous duties of Treasurer. It was typical of him to be able to find the time and energy for the duties; and what he did still bears fruit to-day. As Sir William Des Voeux said, Sir Paul's life-work is "universally regarded as having been of great and lasting benefit to the community." The memorial scholarships will also be very valuable to the community. For that reason alone—and there are more and even better reasons—we are confident that the sum of \$500,000 will be forthcoming quickly. We commend the appeal to the best attention of our readers.

"Eve" And The Atlantic.

It was sure to come, and evidently it was come. "Eve," in the form of Fraulein Thea Rasche, intends to fly across the Atlantic—from North America to England—or perhaps to Ireland or Wales: she won't, we imagine, be very particular as to which country she alights in. The all-important point is for this rash young woman; and "rash" we unhesitatingly call her, in no spirit of cheap punning but simply because the term seems to us to be the only possible one to use to describe the terrible venture she appears about to undertake. Only one man, Lindbergh, has ever attempted to fly across the Atlantic alone, and though he was successful and perhaps deserved all the glory that he reaped, we are inclined to think that he has since shown more wisdom in refraining from making a second attempt than he did in getting over so precipitously, to the mingled amazement and amusement of every competent aviator of the time. Fraulein Rasche, it is reported, has gone to Maine "preparatory to making a trans-Atlantic hop." The language used clearly indicates the thoughtlessness behind the mad attempt. And it will be none the less mad even though it should prove successful. The venture is to be financed (so it is said) by a woman—the name of a very rich New York banker's wife is mentioned; and this additional fact clearly shows the spirit in which the whole affair is being undertaken. So far as is at present known, though the Fraulein is apparently ready and willing to start on her perilous "stunt" (for it is really nothing more, having as its chief reward the glare of publicity flashed upon her)—it is devoutly to be hoped that her own good sense or (more hopefully) the good sense of her real friends will prevail upon her to refrain from undertaking what is and ever will be for any individual an almost impossible task, one in which there is much more merit "in the breach than in the observance."

Dr. S. W. Tao will distribute the prizes to Munsang College students at the New Kowloon Theatre on Friday at 3 p.m.

Missionary of the China Mission Alliance, Mrs. R. A. Joffery arrived in Hong Kong to-day on the s.s. "President Jackson."

Mr. Brotherton, representing Messrs. Raphael Tuck and Son, Ltd., fine art publishers, London, arrived in the Colony by the s.s. "President Jackson," to-day.

Messrs. Lammert Bros. are auctioning a quantity of household furniture at 2, King's Park building, Austin-road, Kowloon, on Friday at 11 a.m.

As foreign representative of J. and C. Meakin, Ltd., Hanley, England, Mr. J. E. Jones arrived in the Colony this morning on the s.s. "President Jackson."

Mr. C. F. Sheeklen was among the passengers that arrived in Hong Kong to-day by the s.s. "President Jackson." He is traffic representative of the Radio Corporation of America.

Connected with the business of importing of leaf tobacco, Mr. S. Matsumoto of the International Commercial Co., Osaka, arrived in the Colony on the s.s. "President Jackson," to-day.

The comprador's servant of the s.s. "Hupei" has been admitted to the Government Civil Hospital, suffering from serious injuries reported to have been caused by a fall from the hatch.

At the Central Magistracy this morning, a Chinese was charged with cruelty to chickens. It was alleged that 50 chickens were put into a crate, with deplorable results. Major C. Wilson inflicted a fine of \$10.

As advertised to-day all residents who have at any time served with the Guards or Household Cavalry are invited to attend a meeting to be held at Lane Crawford's Restaurant to-morrow at 5.30 p.m. under the auspices of the Guards Association of Hong Kong and South China. Mr. D. L. King, c/o P. O. Box 354, will furnish particulars.

Two Hoklo youths, of about 16 years of age, were charged before Mr. W. Schofield, at the Kowloon Magistracy yesterday, for pulling richas on the "wrong side of the road." On being asked how such youths obtained licenses to pull richas, Sub-Inspector Nicol replied that he would make enquiries at the License Office. Both defendants were discharged after being cautioned.

Two boys were charged with "playing ball" at Glenside-road this morning. They were fined \$1 each.

Eight Chinese, believed to be connected with kidnapping, were arrested at a Chinese boarding house in Connaught-road Central yesterday.

One week's remand was granted by Mr. R. E. Lindell yesterday, when a Chinese was charged with being in possession of 650 leaflets containing seditious matter.

Detectives succeeded in recovering a gold watch and chain, valued at \$150, at No. 242, second floor, Des Voeux-road Central, after the property had been reported missing.

A Chinese, charged with possession of three partridges during the close season, was fined \$10 by Mr. R. E. Lindell yesterday morning. The birds were ordered to be set free.

Four weeks' hard labour was imposed, by Mr. R. E. Lindell yesterday, on a man charged with possession of a pair of gold links, which the police believe to have been stolen.

A Chinese has made a report to the police that two Chinese obtained \$450 from him on the pretence that they were owners of a big Chinese restaurant in Des Voeux-road Central. The man had since absconded.

A Chinese woman was fined \$50, or, in default, four weeks' hard labour, by Mr. R. E. Lindell yesterday for keeping an opium divan at No. 164, Wellington-street, and an additional fine of \$25, or fourteen days for the possession of 3.5 mace of illicit opium.

According to a vernacular report, the police have recovered a pair of jade bangles in a pawnshop in Hollywood-road which were reported stolen at No. 18, Hill-road. According to the owner the bangles were worth \$700. They were pawned for \$120. The police are detaining a man suspected of the robbery.

Having observed for 11 years a sentence of banishment for life, a Chinese 40 years of age returned to the Colony recently. He told Mr. W. Schofield at the Kowloon Magistracy this morning that he infringed the order because he could not find work elsewhere. His Worship imposed sentence of 10 months' imprisonment and 20 strokes of the birch which, if he was not fit to undergo, an additional 2 months' hard labour was to be served.

During the absence on leave of Captain A. J. L. Whyte, Royal Engineers, Lieut. R. F. Wright, Hong Kong, Singapore Brigade, Royal Artillery, acts as Aide-de-Camp to His Excellency the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.). Captain Whyte is, it is understood, going to Wei-hai-wei. It is customary for an officer acting as A.D.C. to have the local rank of Captain and, it is believed, the custom will be followed in the case of Lt. Wright.

Letters of administration to the estate in Hong Kong, valued at \$16,400, of Mr. Georges Leonce Guilbert, a former Engineer of Bridges and Roads, who died in Paris on June 4, 1927, has been granted to Mr. D. J. Lewis, lawyer, for Francois Georges Marie Guilbert, a Lt.-Col. of Artillery (retired), who is a brother of deceased. The property in Hong Kong comprises 13 shares in the Hong Kong & Shanghai Banking Corporation and the balance of a banking account. Deceased was a Commander of the Legion of Honour and his brother an Officer in the order.

CORRESPONDENCE.

WAR MEMORIAL NURSING HOME.

(To the Editor of the "China Mail.")

Sir,—We are directed by the Committee of Management of above proposed institution to submit to you an outline of what has been accomplished in connection with its establishment. Up to 1921 there was considerable divergence of opinion as to what form the Colony's War Memorial should take. In March, 1921, it was decided to erect a memorial modelled as closely as possible to the Cenotaph in Whitehall. This was eventually unveiled in 1922. Later in 1921 the idea of a Memorial Nursing Home, or Hospital, was mooted, and energetically supported by the late Sir Paul Chater and the War Memorial Committee. In October, 1921, Sir Reginald Stubbs promised to recommend the Council to provide a site for such a hospital and to subscribe a sum of \$200,000. This was eventually paid and the fund for the erection of a Nursing

Home was further augmented in 1922 by contributions from the estate of the late Granville Sharp.

The Government offered a site on Stubbs-road which was duly accepted, and at a meeting of subscribers on April 16, 1923, the late Sir Paul Chater outlined the scheme and invited subscriptions.

Work was commenced on the site and at a meeting of the Committee on December 15, 1924, it was reported that the levelling of the site had been finished.

At a further Meeting on May 1, 1925, the plans and tenders which had been called for were discussed. It was decided that the funds in hand were insufficient to commence the building as designed, and that the position should be advised to the late Sir A. P. Finter who had shortly before proceeded to London. It was pointed out that it would be some time before the Government could complete the approach road and that building operations could not in any case commence until that road was finished.

The strike and boycott commenced in June 1925, and the whole proposition was left in abeyance.

Since 1925 when it was realised that funds were insufficient to carry out the Stubbs Road scheme, much time has been spent in deliberating on alternative sites and schemes.

Eventually at a Meeting of the War Memorial Committee, on July 11, 1927, it was decided to adopt plans for the erection of a Nursing Home on a site on the Kellett Ridge, on a smaller scale than originally planned; and at a subsequent meeting on October 31, 1927, it was further decided to acquire the properties comprising R. B. Lots 81 & 82.

This has now been accomplished, and it is hoped to commence levelling operations and building at an early date.

We hope that the foregoing will convey some idea of the vicissitudes through which the Nursing Home scheme has passed. Delay has followed delay, and contributory causes thereto are manifold. Legal formalities have accounted for much time and the ever changing membership of the War Memorial Committee, has retarded matters to a great extent; until some definite scheme was adopted the Committee of Management could not function. Steps have been taken to form the Trustees of the Home into a body corporate, and it is the hope of the Committee, that the period of indecision is past, and that the work entrusted to them by subscribers to the fund will be completed as rapidly as possible.

We submit the following data which we think has already been published:—

The Nursing Home is governed by Articles which provide inter alia that:—

(a) The Home is instituted as part of the Hong Kong War Memorial Scheme and is to be carried on in the interests of the Community and without any view to profit.

(b) The property of the Home of whatever description, shall be vested in the following Trustees:—

- (1) The Managing Director in Hong Kong for the time being of Jardine, Matheson & Co., Ltd.
- (2) The senior representative in Hong Kong for the time being of John Swire & Sons, Ltd. (Messrs. Butterfield & Swire).
- (3) The Chief Manager for the time being of the Hong Kong and Shanghai Banking Corporation.
- (4) The Trustees for the time being of the Will of the late Mr. Granville Sharp from whose estate a large proportion of the funds is with the sanction of the Court derived.

(c) The Home shall be under the direction of a Committee of Management consisting of:—

- (1) The Trustees of the Home.
- (2) A Government Official to be nominated by the Governor.
- (3) The Chairman for the time being of the Hong Kong General Chamber of Commerce.
- (4) Two members to be co-opted annually by the Committee to serve for one year.

As presently constituted the Committee of Management comprises:—

Mr. N. S. Brown (Chairman),
Hon. Mr. B. D. F. Bethel,
Hon. Mr. A. C. Hynes,
Mr. V. M. Grayburn,
Mr. T. G. Wells,
Hon. Mr. W. E. L. Shenton,
Mr. W. H. Bell.

LINSTEAD & DAVIS,
Secretaries and Treasurers.
Hong Kong, June 26, 1928.

Mr. Dan Mason, chairman of the Chiswick Polish Company, W. who built and endowed the Chiswick Hospital and provided a church and nurses' wing for the West London Hospital, has died at Biarritz.

German trawlers, which have been banned at Fleetwood, will be allowed to land fish in future.

TROUBLE IN NORTH.

THAT \$100,000 SQUEEZE AND SEQUEL.

AUTHORITIES CO-OPERATE.

Shanghai, Yesterday. Details received from Tongshan bear out the reports of June 24 from Peking. They add that the senior commander of the Northern forces is holding as hostages the members of the committee of the local Chamber of Commerce until the Kailan Mining Administration has paid the \$100,000.

The British Consul-General at Tientsin has informed the Nationalists and the Tientsin garrison commander of the intention of placing a battalion of British troops at Tongshan and the Chinese authorities have approved.

Chinese Assistance. The Manchurian authorities have also approved and have assisted greatly in the transport by rail from Chinwangtao, 100 miles to Tongshan, which otherwise would have been very difficult.

British troops have been established in Tongshan without untoward incident and it is thought that no complications are likely in view of the approval of the various Chinese authorities.

The 400 men from the 2nd Batt. Suffolk Regt. are leaving Shanghai for Weihaiwei shortly to replace the Beds. and Herls. Regt.—Reuter.

Manchuria.

Mukden, Yesterday. General Chang Hsueh-liang has issued a proclamation announcing to the people his assumption of the office of President for the development of Manchuria and also giving the main points of his policy, namely, peace with the Nationalists, amicable relations with the Powers, disbandment of superfluous army units while raising the standard of quality of the others, elimination of brigandage, the settling of ex-soldiers as farmers, stabilisation of the currency, encouragement of industry, abolition of extortionate taxes, advancement of educational, judicial and administrative reforms and the people to be granted a voice in provincial affairs.

Chang Hsueh-liang is receiving condolences in a steady stream of prominent visitors. The third day rites in connection with the late Marshal Chang Tso-lin were performed yesterday morning, the Consul Body attending.—Reuter.

The "Christian General."

Shanghai, Yesterday. The Kuo Min news agency confirms the announcement that General Feng Yu-hsiang has informed the Nationalist Government that he is suffering from dysentery and has asked for ten days' sick leave, but that he will join Marshal Chiang Kai-shek at Sinhsiang when the latter goes to Peking.

Chiang Kai-shek is expected to leave Pukow to-night or tomorrow morning, but may go via Hankow to pick up General Li Tsung-yen.—Reuter.

The Nationalists.

Shanghai, Yesterday. Prior to going to Nanking last evening, Dr. C. T. Yang (the new Nationalist Foreign Minister), in an interview with a representative of a Chinese newspaper, said his negotiations in his three days' stay at Shanghai were most satisfactory diplomatically.

"The United States Consul-General informed me that recognition of the Nationalist Government will be effected shortly and negotiations will be opened with the Nationalist Government regarding the revision of unequal treaties."

"The French Consul-General stated he will maintain friendly relations between China and France. No abrupt policy will be adopted to impair the existing friendly feelings."

"The Japanese Consul-General said that he had received instructions from Japan to undertake negotiations in connection with the Tsinan incident."—Reuter.

UNCONSCIOUS.

SENSATION IN A LOCAL CHINESE HOTEL.

Visiting the Great Eastern Hotel alone on Sunday, a Chinese woman booked and occupied room No. 105. Throughout yesterday morning she never left the room and did not order any meals. In the afternoon the hotel people began to feel alarmed and on receiving no reply to their knocking, they forced the door. The woman was found on the bed unconscious, having apparently taken an over-dose of opium. The police were immediately informed and the woman was removed to the Government Civil Hospital, where she is now said to be recovering. Two letters were understood to have been left by the woman on a table in her room. One was addressed to the police and the other to relatives living in Eastern street.

POLICE RESERVE.

FLYING SQUAD PATROLS.

CHINESE COMPANY.

The following orders have been issued by the Hon. Mr. E. D. C. Wolfe, C.M.G., Captain Superintendent of Police:—

Strength.—The following members of the Chinese Company are permitted to resign as from June 16:—

Cr. Sergt. R.5 Wong Shu-pun upon completing one full year's service.

Constable R.27 Chan Wai-long upon completing one full year's service.

Constable R.11 Pang Kok-sui on grounds of ill-health.

Constable R.20 Pang Kwok-Fatt on grounds of ill-health.

Constable R.30 Chan Man-bun under the conditions of Sect. 19 of the Hong Kong Police Reserve Ordinance 1927.

Constable R.31 Chan Lai-sau under the conditions of Sect. 19 of the Hong Kong Police Reserve Ordinance 1927.

All recruits of the Chinese Company will parade at Central Police Station on Thursday, June 28, at 5.30 p.m. sharp for Squad Drill and Rifle Exercises under Sergeant Condon. Dress: Mufti.

Indian Company.

Strength.—Constable R.253 Mohamed Ahsan has been taken on the strength of the Indian Company as from June 22.

All recruits of the Indian Company will parade at Central Police Station on Thursday, June 28, at 5.30 p.m. sharp for Squad Drill under Sergeant Condon. Dress: Mufti.

Flying Squad.

The final Instructional Patrol of the month will take place on Thursday, June 28, and all members of the Flying Squad are requested to attend. Fall in at Central Police Station at 5.15 p.m. sharp. Dress: Khaki.

On Monday, July 2 there will be a special patrol over the New Territories. The Hong Kong Section will fall in with their Cycles at the Star Ferry Wharf, Hong Kong, at 9.15 a.m. sharp, and the Kowloon Section at Fire Brigade Station, Tsim Tsa Tsui, at 10 a.m. sharp. Dress: Khaki.

Sharpshooters Company.

Reveler Practice. The regular fortnightly practice will take place at Kennedy-road Range on Wednesday, June 27, at 5 p.m. Members will meet at the range at that time with revolvers, holsters and belts. Uniform optional.

Training School.

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held on Wednesday, June 27, at 6 p.m. sharp. All members of the Chinese, Indian, and Flying Squad Companies who have not yet passed Part 2 of Training Course must attend.

(Sgd.) W. KENT, A.S.P., Adjutant.

Hong Kong, June 25, 1928.

ACCIDENT TO LADY.

SEQUEL TO A GOOD FRIDAY COLLISION.

A long drawn out case, involving a motor accident which occurred in the Eastern District on the morning of Good Friday, when Mrs. Nowell White was injured, again occupied the attention of Major C. Willson, O.B.E., at the Central Magistracy yesterday afternoon.

Mr. D. L. Strellett appeared for Mrs. White, while the defendant, the driver of public motor car No. 422, who was summoned for alleged dangerous and negligent driving, was represented by Mr. F. E. Nash.

Mrs. White's evidence was to the effect that she was knocked down while standing at the junction of Wanchai Gap-road and Queen's-road East. At the time of the accident, she noticed two cars proceeding towards the market from the West side. While she was looking at these two cars, another car, coming from the direction of Happy Valley, ran into her and she was rendered unconscious and later taken to hospital. She said yesterday, in answer to Mr. Nash, that she was standing still when the incident occurred and prior to that she did not look to the East side where the Wanchai Market was, her attention being concentrated on the two cars from the city direction.

The defendant in the witness box stated that his car was proceeding very slowly at the time, about 12 to 13 miles per hour. Mrs. White, it is alleged, suddenly appeared at the road, and although the speed of the car was such that it would have been pulled up within two or three feet, there was no opportunity to do so. The chauffeur maintained that Mrs. White was not standing still but that she emerged hurriedly on to the road.

In order to visit the scene of the accident, His Worship deferred his decision until tomorrow (Wednesday) afternoon.

STILL AT LARGE.

MR. RUSS'S CLIENT NOT ARRESTED.

A DEBTOR'S RIGHTS.

Tang Long-hin, better known as Mr. C. R. A. Russ's client of the Summary Court of yesterday, was still at large when the "China Mail" made inquiries to-day.

Mr. Russ, in fact, adheres to the opinion that Tang is immune from further arrest for the same debt, as he had been arrested once, although unlawfully.

It transpired that Tang was not molested when leaving Court yesterday at the conclusion of the case in which he was plaintiff. As far as Mr. Russ knew, he reached home safely.

Tang formerly traded as the Wing Tai firm and is now a partner in the Yuen Loong firm of No. 52, Graham-street. He sued the Shun Lee firm for \$563.64, balance due on a pile-driving steam winch.

Arrest During Interval.

His Lordship (Mr. Justice Jackson) gave judgment for the amount less \$50 set-off. Mr. Russ made an application for costs to be taken from the claim, in view of other actions pending against Tang. The application was granted.

Proceedings up to the lunch interval were reported in yesterday's "China Mail."

In the afternoon, Mr. Russ protested to His Lordship that his client had been arrested as he was leaving the Court during the interval, that he had been kept in one of the courts, and that it had not been ascertained if he had had anything to eat.

It transpired that execution of the warrant had been taken out by Messrs. C. K. Hall Brutton.

"Fresh Instructions." Mr. Russ contended that his client was immune from arrest while going to and returning from Court. His Lordship expressed doubt as to how long the privilege lasted.

Finally His Lordship agreed that a person moving in and out of the court for the purpose of a case should be immune from arrest. He accordingly ordered Tang's release and instructed the bailiff that he could act on fresh instructions.

Prior to this Mr. Russ had submitted that the arrest constituted "a wilful contempt of court," also that his client could not be re-arrested again; and that if he was wrongfully re-arrested, very heavy damages would be claimed. Mr. Russ hinted that a sympathetic jury might give any amount of damages.

Garnishee Summons?

Later. It has been confirmed that Tang reached home safely and is still at liberty.

A member of the legal profession, approached by the "China Mail" this morning, expressed considerable surprise "that the public should feel any excitement over yesterday's occurrences." The other side, it was stated, had the obvious remedy of taking out a garnishee summons against the proceeds of the judgment given in favour of Tang yesterday.

On inquiry from Messrs. G. K. Hall Brutton & Co., the "China Mail" gathered that they had not yet received further instructions from their client. Hence, as far as they were concerned, there had been no further development.

ROOF COLLAPSES.

CONSIDERABLE EXCITEMENT IN A TEA HOUSE.

A part of the roof of the Dor Nam tea-house, 284-288 Queen's-road West, collapsed shortly after noon yesterday. The part which came down was the roof of house No. 284, the collapse being caused by the destruction of the wood-work by white ants. On the top floor at the time were a few folks of the tea-house, a few customers were on the second floor, while the ground floor was fairly well filled, the total number of people on the three floors at the time—customers and foks—numbering about 100. There was some excitement and a stampede occurred, when the folks on the top floor rushed downstairs shouting at the first indication of the collapse. No sooner had the tea-house been emptied than a wall came crashing with six heavy wooden beams smashing all the furniture into match wood. Police whistles and shouts, accompanied by the thundering noise of the collapse, soon brought the police and Fire Brigade to the scene.

New York.—Miss Peggy Hopkins Joyce, the film actress, is about to be married for the fifth time, according to cables received here from London. Her future husband is stated to be the Count Frederic de Janze. She is staying at a New York hotel. When asked to confirm the rumoured engagement to-day she said: "Oh! I know Count de Janze. He's an extremely nice boy. Still, I'm not engaged to him yet!"

ST. ANDREW'S.

YOUNG MEN'S CLUB REVIVED.

GENERAL MEETING.

A general meeting of the St. Andrew's Young Men's Club was held at the St. Andrew's Church Hall last night, Mr. W. W. Rogers, Vicar of St. Andrew's, presiding.

The club was formed some time ago, when Mr. R. Lindsay was vicar, and had for a while a large number of members. Recently, however, owing to the formation of a Soldiers' Club as a result of many troops being stationed in Hong Kong, interest in the club waned. It was subsequently decided to make the club an active institution.

The meeting opened with the reading of a statement of accounts by the secretary, Mr. R. Baldwin, who said that at the previous meeting it was decided to run bathing picnics every Saturday, and to hold a Marathon race every year.

Mr. Baldwin then said that owing to pressure of work he would have to resign his post as secretary. It was then proposed by Mr. P. White, and seconded by Mr. P. Sands, that Mr. Richard Wong be appointed secretary. This was carried.

Mr. N. Mackay was elected to fill a vacancy in the committee.

It was decided to re-open the club once a week, on Wednesdays, at 6 o'clock to 7.30, then again at 8 o'clock to 10.30.

There is room for many more members, and all those who wish to join the Club are invited to send their names to the Secretary, Mr. R. Wong, 33 Nathan-road, Kowloon.

Members of the committee are: President, Mr. W. W. Rogers; Messrs. R. Baldwin, P. Sands, P. White, R. Wong, and N. Mackay.

ST. PETER'S DAY.

TO BE HELD ON THE 29TH INSTANT.

St. Peter's Day is on June 29, and a patronal festival and thanksgiving service have been arranged to take place at St. Peter's Church, when the following will be the times:—

7 a.m., Holy Communion, Hymns Nos. 320, 430, 436.

6 p.m., Festal Evensong, Hymns Nos. 473, 416, 432, 379.

Preacher: The Dean.

In connection with the festival, the Very Rev. Dean A. Swann, in a circular to the members of the Church, states:—

"There was a mistaken age which taught that by dedicating a Church to a particular Saint you could induce him to protect it from evil and promote its welfare. There are still some who fancy this is what the Church hopes for in continuing to attach the names of Saints to its buildings.

Of course this is untrue. We continue the practice for a far better reason, namely, that it can be a source of inspiration to the congregation of a Church to choose as its Elder Brother some great Servant of Christ whose life and work are worthy of admiration and imitation.

Your Church is dedicated to St. Peter, Apostle and Martyr, the very human and lovable leader of the Earliest Church. He is your Patron Saint, not because we can be sure that he is able to take any active interest in you, but because you take an interest in him.

St. Peter's Day is on June 29—a Friday this year. On that day we shall keep your Patronal Festival, and, after thanking God for St. Peter and for blessings given to your Church of his name, we shall get what inspiration we can from his life and pray for God's help in the future.

We hope that all who use and love St. Peter's Church and are interested in its future will be present at the services on June 29. Will you come?"

DEATH OF MRS. DAVIDSON.

The many friends of Mrs. Davidson, the widow of Lieut. J. Davidson, R.G.A., who was once stationed at Singapore, and the well-known writer of novels dealing with Malay plantation life, will be extremely grieved to hear of her death in London recently, after a lengthy illness, following a serious operation. Jessie A. Davidson, to quote her pen name, was a great-grand daughter of Captain Francis Light, the Founder of Penang. Her death, at a comparatively early age, leaves a gap in the ranks of the few novelists who choose Malaya for their theme. She leaves two sons, one of 21, who has just qualified as an engineer, and another who is serving his apprenticeship in London in the same profession.

THE "PSYCHIC HEALER"

CURES GASTRITIS.

"I must congratulate myself for having called on the 'PSYCHIC HEALER' at his immediate arrival at Hong Kong, in regard to my wife's illness, from which she was suffering for the last 9 years and which the doctors diagnosed as Gastritis. My efforts were all in vain, though I left no doctor untried and I thought her end was approaching nearer.

The 'PSYCHIC HEALER' gave me some 'TAVISES' or Talismans, which she used according to his directions. They brought phenomenal result and cured her in a very short time.

I deem it my duty to proclaim that here is the 'PSYCHIC HEALER' who practically resurrected my wife from her untimely grave."

(Sd.) ABBASKHAN, Proprietor, Abbas & Co., 61, Hollywood Road.

1. If you wish to know anything about your future correctly, 2. If you are in mental or physical sufferings or the victim of diseases, 3. If you wish to see or to have a photo of your relative dead or living abroad, Consult the world-renowned Spiritualist, Psychist and Occultist either personally or by correspondence.

Consultation Fee \$20.

N.B.—We demonstrate Item No. 1. Only to our patients and that free of charge.

Visiting hours from 10 a.m. to 1 p.m. and from 3 p.m. to 7 p.m.

THE SECRETARY,

Psychic Lodge, Savoy Hotel, Hong Kong, Room No. 38 and 39.

Shadows Before

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day — Queen's Theatre: "Good Morning Judge," at 9.20 p.m. the juvenile dancers, Cherie Valentine and Tomasita Birdwell. To-day — World Theatre: "Exit Smiling."

To-day — Star Theatre: "A Woman's Woman."

June 27—Queen's Theatre: "Twelve Miles Out."

June 28—World Theatre: "The Beloved Rogue."

June 29—Star Theatre: "The Canadian."

June 30—Kowloon Football Club dance, 9 p.m. to midnight.

Lammers' Auctions.

June 27—At 2, Torres-bldg., Kimberley-rd., Kowloon, household furniture 11 a.m.

June 28—At 60, Nathan-rd., Kowloon, the goods and chattels of the Imperial Café, 11 a.m.

June 29—At 2, King's Park-bldg., Austin-rd., Kowloon, valuable household furniture, 11 a.m.

June 29—At 26 Carnarvon-rd., (1st floor) Kowloon, household furniture.

June 30—At Sales Room, Dud-dell-st., Steam Launch "Crane," noon.

Meetings.

To-day—Theosophical Society annual election meeting, 6 p.m.

June 27—General Meeting of Hong Kuo Philharmonic Society at Messrs. Jardine's Board Room, 5.30 p.m.

June 27—Meeting at Lane Crawford's restaurant, under the auspices of the Guards Assn. of H.K. & S. China, 5.30 p.m.

Miscellaneous.

June 29—Prize-giving by Dr. S. W. Tso, to Munsang College students at New Kowloon Theatre, at 3 p.m.

NOTICE.

CHAN TONG alias CHAN TSZE U, DECEASED.

late of 18B, McDonnell Road and The Dairy Farm, Ice & Cold Storage Co., Ltd.

His estate is being administered by the undersigned, who are solicitors at law, and are interested in its future will be present at the services on June 29, at 3 p.m.

JOHNSON, STOKES & MASTER, Solicitors, &c., Prince's Building, Hong Kong, 26th June, 1928.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

ON FRIDAY, the 29th June, 1928, commencing at 10.15 a.m., at No. 28, Carnarvon Road, First Floor, Kowloon.

A Quantity of HOUSEHOLD FURNITURE (Particulars from Catalogue) On View on Day of Sale.

Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers, Hong Kong, June 28, 1928.

The Viva-tonal Columbia

The WONDER GRAMOPHONE

Every Columbia sold sells another!

TABLE GRANDS From \$90.00.

Anderson Music Co., Ltd.

BRISTOL MILK SHERRY

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Shipped by **JOHN HARVEY & SONS, LTD., BRISTOL.**

CALDBECK, MACGREGOR & CO. LTD. (Incorporated under the Companies' Ordinances of Hong Kong). Prince's Building. Tel. C. 75.

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SUNRIPE CIGARETTES

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15, Des Voeux Road, Central. 1st Floor.

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Best machine made bricks. Highest tests and uniform qualities. For Economy, Quality, Beauty, Durability and Satisfaction unsurpassed.

YEE YICK SAND-LIME BRICK CO., CHING LU NAM

Manager. Factory.—Canton. Hong Kong Office, 148, Queen's Road, West, 1st Floor. Telephone No. C. 3882.

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Queen's Statue Pier.

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DAY AND NIGHT.

MODERATE CHARGES.

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ZEBRA PILSENER BEER

LIGHT PALATABLE AND REFRESHING

An ideal Drink for the Summer.

Sole Agents: **Gaude, Price & Co., Ltd.**

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DO YOU SUFFER
FROM
"THAT CHOKED FEELING"?
TAKE
MAGNESIUM PERHYDROL
SWIFT AND LASTING RESULTS**

Obtainable from all drug stores in convenient
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Merck's Sole Agents:

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G. FALCONER & CO., (HONG KONG) LTD.

**WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS.**
Union Building (Opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

**THE TONIC FOR THE
NERVOUS SYSTEM**

GLYCO-NERVINE

The Regenerator of the Nerve Cells.

Of special use for the following Complaints:—
Neurasthenia, Various Nervous Disorders,
Epilepsy, Rebellious Neuralgia, Insomnia,
Hysteria, Anxiety, Irritating Cough.

Obtainable at

THE QUEEN'S DISPENSARY,
22, Des Voeux Road Central.

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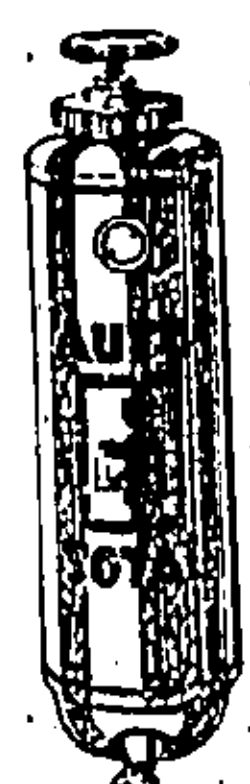
THE IDEAL SUMMER CHEESE

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80 cts. per lb.

YOU'LL LIKE IT!

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AUTO-TOTAL

THE MOST EFFECTIVE FIRE
EXTINGUISHER FOR
MOTOR CARS
NO PERIODIC REFILLING.

Contents Never Deteriorate.
Harmless to Upholstering, Machinery,
Or Rotative Parts.
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BRAND.

NEW SEASON GINGER.

Well Preserved.

Colour and Mellowness Guaranteed.

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PARROT

AN APPEAL.

THE LATE SIR C. PAUL
CHATER, C.M.G.,

UNIVERSITY SCHOLARSHIPS.

All sections of the public and of the business community of Hong Kong are invited to subscribe to a fund for commemorating the late Sir Paul Chater.

It is proposed that the memorial shall take the form of "Chater Memorial Scholarships" at the University of Hong Kong. The word "Memorial" is suggested in the title, because there are other scholarships at the University which were founded by Sir Paul in his lifetime.

If the requisite funds—estimated at \$50,000—are available, three Scholarships would be established. These would be open to competition, without distinction of sex or race, by the children of parents domiciled in Hong Kong, provided that such parents are unable, without the aid of a scholarship, to send their children to the University.

The reasons why the Colony—in justice equally to itself as to Sir Paul Chater—should commemorate a remarkable career, which extended over the space of two generations, are too well known to require statement at great length. Hong Kong had not been established much more than twenty years when in 1864, as Mr Paul Chater, he came here from Calcutta at the age of 18; thus the man and the Colony may be said to have grown up together. The then young Colony required the devoted service of men with imagination, foresight and courage, and in him he needed was admirably met. As a bill and bullion broker he first laid the foundations of a fortune which he constantly devoted to the development and welfare of the Colony which he had made his home. Realisation of the needs and possibilities of Hong Kong as a world port led him to undertake, at first single-handed, and later in conjunction with Messrs. Jardine, Matheson & Co., the installation and conduct of a wharf and godown business which is now owned by the Hong Kong & Kowloon Wharf & Godown Co., Ltd.

Observing how greatly the precipitous configuration of the island and narrow foreshore hampered Hong Kong's development and increased the pressure upon accommodation, and consequently the cost of living and of conducting all business undertakings, Sir Paul conceived the scheme of the 1889-1897 Praya Reclamation by which, ultimately, a strip of land nearly two miles long and 65 acres in extent was added to the City's central and western area.

In a report to the Home Government dated October 31, 1889, Sir William Des Voeux, the then Governor, wrote:

"Though it is hoped that the Public Treasury will gain largely by the work (1) from the difference between the cost of reclamation and the value of such reclaimed land as will belong to the Crown, (2) from the building sites which will be rendered available at the west end of the town by the removal of earth required for the reclamation, and (3) in rents and rates from the large area added to the town, the principal objects of the scheme were (1) to afford an opening for relief from the present overcrowding of the population, (2) to bring the front of the town in immediate juxtaposition with deep water in the place of the present silted-up foreshore, which is often extremely noxious, and (3) to improve the appearance and increase the mercantile convenience of the town front by the provision of better buildings and of a wider Praya, more adapted to the wants of a vast and growing commerce.

"The carrying out of this great scheme, which is due to the initiative of the Honourable Mr. C. P. Chater, will be universally regarded as having been of great and lasting benefit to the community."

Used His Fortune.

He used the fortune which the Praya Reclamation and development of the new area brought to him, to foster building and other enterprises in West Point and North Point, Hong Kong, and Mong Kok Tsui, Kowloon.

As a result of these enterprises, the whole community, Chinese and European alike, has greatly benefited. High as rents are in Hong Kong, they would have been inconceivably higher, or the development of the place would have been seriously impeded, if it had not been for Sir Paul Chater's foresight and courage in leading the way towards overcoming the great natural obstacles to the Colony's progress.

Sir Paul Chater was also one of the first advocates of the Praya East Reclamation, now approaching completion, by which the area of Wan-chai will be more than doubled, and congestion there will shortly be relieved.

Also, as a member of the Economic Resources Committee, Sir Paul put forward various valuable ideas for the future expansion of the Colony and its resources.

On Legislative Council.

Sir Paul sat on the Legislative Council as representative of the Justice of the Peace from 1886 till 1905, and was a member of the Executive Council from 1896 till the time of his death, being thus the senior Unofficial Member of that Council. As Chairman of the two Committees, Sir Paul organised the local celebrations of both the 1887 and 1897 Jubilees of Her late Majesty Queen Victoria, and received the honour of the C.M.G. in the latter year. He was made a Knight Bachelor in 1902, and represented the Colony at the Coronations of both the last Sovereign and the present King. The French Government awarded him the Legion of Honour in recognition of his services in opening up coal mines in Tonkin.

Sir Paul was a generous benefactor of the Colony he loved so well. The University of Hong Kong, in which students principally of Chinese race are being educated, received from Sir Paul



Public Service Commissioner George R. Van Name, of New York, chairman of pre-convention activities for the Democratic National Committee, who, if Governor Smith is nominated will be chosen chairman of the National Committee, it is thought. He is Governor Smith's secretary and close political adviser.

Chater a benefaction of \$250,000; it is estimated that he gave to the Churches of Hong Kong sums amounting in the aggregate to \$475,000. Other benefactions given during his lifetime were:—Endowment Fund for Ex-Active Service Men, \$50,656; Endowment Fund for the Missions to Seamen, \$50,000; Masonic Benevolence Fund, \$50,000; War Memorial Nursing Home, \$25,000.

In his will Sir Paul bequeathed to the Colony, subject to his widow's life interest therein, his residence, Marble Hill, valued for probate at \$600,000; the collection of porcelain and pottery on which he placed a high value and which represented in its assembly the work of a lifetime; and also his historical series of pictures of Hong Kong from its earliest days.

His Work Endures.

As H.E. the Governor said, in the Legislative Council, at the time of Sir Paul's death, "He has bequeathed to Hong Kong development schemes of great magnitude, many already completed but some on their way to completion, schemes which have changed the face of the land, which have vastly increased the prosperity of the Colony and which will insure to the comfort and contentment of present and future generations of its inhabitants. While Hong Kong and Kowloon endure, so long will his work remain as his imperishable memorial."

It is believed that all sections of the Community for which he achieved so much will desire to mark their appreciation of Sir Paul Chater's services by subscribing to the proposed scholarships, for the founding and maintenance of which the collection of a sum of \$50,000, as above stated, is being aimed at.

The Committee responsible for this appeal consists of Mr. E. D. F. Beth (Chairman) since the departure from the Colony of Mr. D. G. M. Bernard, Hon. Sir Henry Pollock, Kt. C.M.G., Hon. Sir Shouson Chow, Kt., Hon. Mr. R. H. Kotewall, C.M.G., Hon. Mr. A. C. Hynes, Hon. Mr. J. Owen Hughes, Sir Robert Ho Tung, Mr. J. P. Braga, Mr. A. H. Compton, Mr. C. S. Gubbay, Mr. W. E. L. Shenton, Mr. Li Yau-tsun and Mr. H. P. White.

Mr. C. I. Cooke, c/o The Hong Kong & Shanghai Banking Corporation, is Honorary Treasurer and all subscriptions should be sent to him. Cheques should be crossed and made payable to "The Chater Memorial Scholarship Fund."

53 YEARS' SERVICE.

WOMAN'S RECORD WITH ONE FIRM.

STILL AT THE COUNTER.

Seventy years ago last month a young man of 27 started a small draper's business, with two assistants, in Buckingham Palace-road, S.W. With rolls of calico outside the door, as a sign of his trade, he waited for customers. The young man was Mr. Frederick Gorrington.

Now, enveloping the old shop and filling the island site stands the product of his work, the shop of Gorrington, Ltd., with more than 600 assistants.

How the business grew to its present size is unknown, for Mr. Gorrington is dead and he did not leave behind a single document or bill which would throw light on the matter. Only by research in the books of estate agents, and by questioning neighbours, can it be found that he extended by one shop at a time on either side of the original shop until in 1903 the whole site was obtained, and later rebuilt.

Still working in the shop behind the lace counter is an assistant, Miss Norris, who claims the longest record for a woman in one department in the same shop. She has served there for more than 50 years, and has been with the firm 53 years.

"I had one year as an apprentice," said Miss Norris, "and then Mr. Gorrington told me that I must finish my apprenticeship. We lived in those days and I started with £10 a year, working up next year to £15."

TO DEFEND THE KING

STICK FROM A BOY CRIPPLE.

Attention is called, in a letter from the Bishop of London, to the pioneer work that is being done by the Heritage Craft Schools and Homes for Crippled Children, at Chislehurst, near Lewes, Sussex. At these schools crippled children receive medical treatment and are trained in crafts.

"I have yet to learn," writes the bishop, who is president and visitor of the schools, "that one must go begging in vain when one's hand is linked with that of a crippled child, and when a good project, well thought and well planned, is at work, whose only hindrance is that of finance."

He recalls a touching little episode of a year ago, revealing the fine type of boy trained at the schools.

Sir William Joynton-Hicks, the Home Secretary, was present at an Empire Day ceremony. A little boy, on behalf of the school, presented him with a walking-stick, saying, "You are the man who guards the King; if anyone wants to hurt him, we hope you will give him a good whack with this."

Sir William informed the King about the incident. In due course he received a letter from Lord Stamfordham, the King's private secretary, expressing his Majesty's interest in the boy's act.

"Please tell him," adds the letter, "that the King was glad to hear of his loyal words, and is sure that he was only expressing the same spirit of loyalty which exists throughout the schools."

SEVEN-FIGURE AGE.

MR. JUSTICE EVE ON £100,000 CASH OFFER.

Mr. Gover, K.C., moved on behalf of Mr. William Clifford Gaunt, of Wood Lawn, Apperley Bridge, Yorkshire, for an injunction to restrain Mr. Wilfred Bentley, Mr. Wilfred Dawson, and Mr. William Cooper, partners in a firm of stock and share brokers in Huddersfield and Leeds, from selling or otherwise disposing of certain shares belonging to him. The shares, he said, are held by them as security for the money owing by Mr. Gaunt to Messrs. Taylor and Co. In reality the object was to enable Mr. Gaunt to redeem promptly.

Messrs. Taylor, he said, put Mr. Gaunt's indebtedness at £167,953, and Mr. Gaunt said that it was £114,000. He was ready to pay £100,000 at once and the disputed residue into court.

Sir Herbert Cunliffe, K.C., for Messrs. Taylor, who said that the balance should be £78,000, added, "The amount involved is a large one."

Mr. Justice Eve: Nothing to some people nowadays; nothing less than seven figures impresses them. (Laughter.) You must give them time to breathe.

Sir Herbert: They have been breathing heavily for some little time.

Terms were arranged for the payments and the transfer of the shares.

A Chinese boy of about 14 years of age, living at No. 16, Third-street, West Point, has been reported missing since Sunday at noon.

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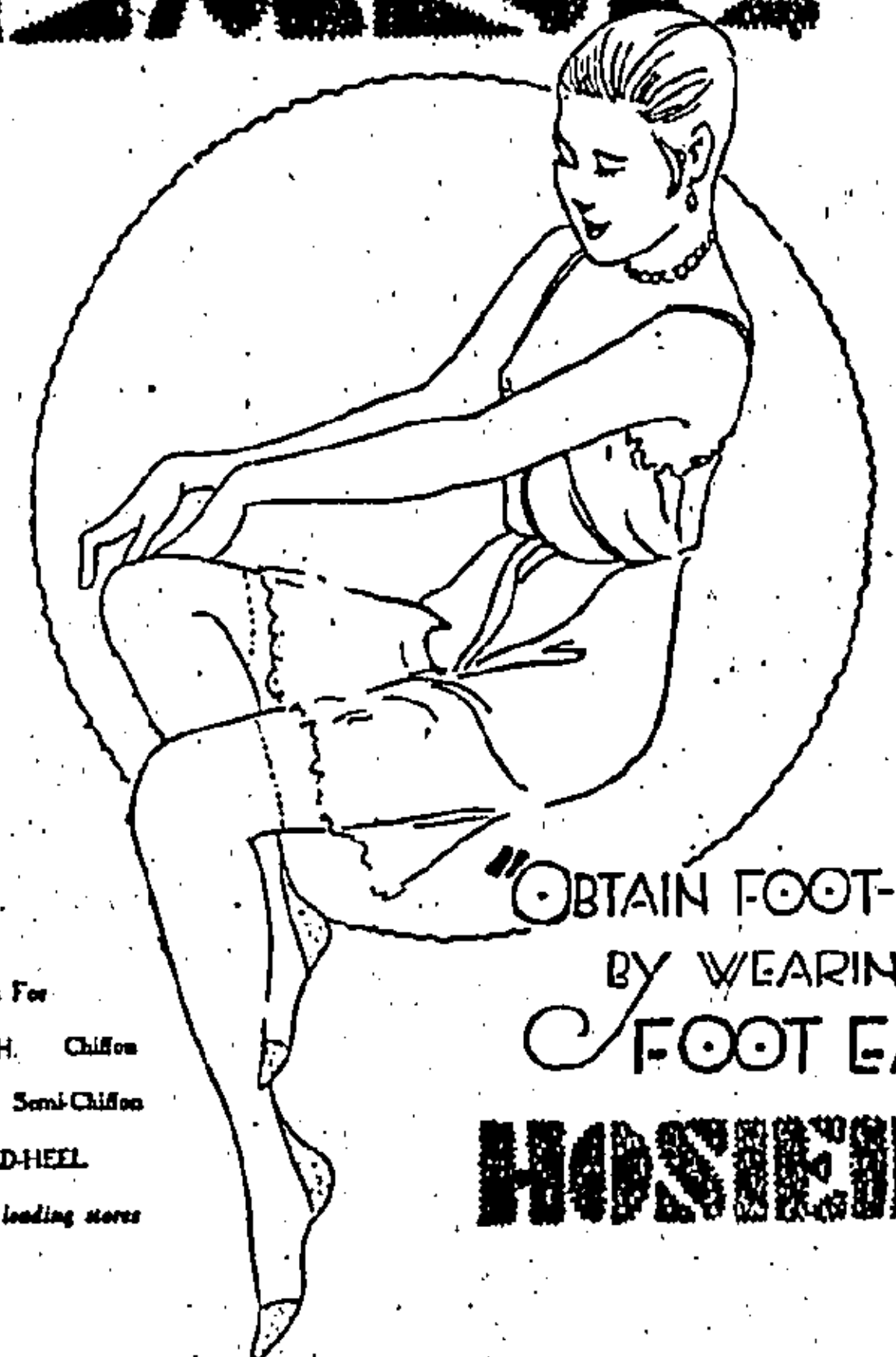
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Sport Columns

WIN FOR HOOD.

BRITISH WELTERWEIGHT CHAMPIONSHIP.

MANCINI OUTPOINTED.

Birmingham, Yesterday. In a 15 rounds contest for the British welterweight championship Hood outpointed Mancini.—Reuter.

PROVES HIS WORTH.

M'MILLAN'S FIGHT WITH PADDY JONES.

[By Billy Wells.]

I am able to give you what I think you may take as a definite and authentic statement regarding the Tunney-Heeney fight. That is that there is not the remotest chance of its being staged outside America.

I was talking to a man the other day who knows the full details of Tex Rickard's overtures to Wembley—and elsewhere in London, I may add—and I also know the tenor of the conversations which Mr. Bernard Mortimer has had on this subject, and the effect of my information is that quite apart from stipulations which Gene Tunney made for his title, the guarantee question absolutely rules out any chance of the contest being put on in London.

There was a talk at a seaside place in the summer, and Blackpool was mentioned, so I hear. But any likelihood of that coming off is also out of count. In any case, June would be too early for a crowd of the necessary dimensions to foregather at any place like Blackpool.

A mention of Blackpool reminds me, by the way, that the ever-enterprising "Pa" Taylor is going to stage a George Cook-Frank Moody fight at the Liverpool Stadium. It ought to be an excellent fight, for among the big men both Cook and Moody stand out as fellows who can be relied upon to put up a good show as real fighters. The fight should give us some idea of Moody's prospects for the fight later on for the title with Gipsy Daniels, who, it is stated has been treating some of the German boxers like ninetails lately.

Mancini Ready for Hood. Discussion is still rife at the National Sporting Club and in boxing generally as to the B.B. of B.C. suspension of Hood and Bloomfield, but the main comments are now being made to sympathise with Alf Mancini who through no fault of his own is being penalised by the welterweight title.

It is true that the N.S.C. are giving Mancini a fight with Laffner of France, but it can hardly be said that this will make up to the Notting Hill man for the cancellation of his fight with Hood, for it will neither get him nearer his ambition—the welterweight title and belt—nor can it possibly bring him as much money.

However, Mancini is working away busily at Alec Lambert's place off the Edware-road, and is keeping himself fit there to box Hood as soon as the latter has the ban lifted. One of Mancini's sparring partners, or brothers in training I should say, is Lord Knebworth, who, coming from Alec Lambert's gym, went to Hford the other night and stopped a police constable at the K. Divisional tournament there.

M'Millan's Progress. I saw the Johnny M'Millan-Paddy Jones fight at the National Sporting Club, and I must say right away that it fully compensated me and the spectators in general for the fiasco of the previous Monday. In fact, it was one of the best fights from every point of view that I have witnessed for a long time.

The result of it (the referee stopped the fight in the 13th round in M'Millan's favour) sent the Scottish lad's stock up with a great jerk, and a title and belt contest is now being spoken of between him and Harry Corbett.

M'Millan shone in two directions—his timing of punches and his speed of footwork. It is indeed a long time since I have seen better footwork than M'Millan displayed. Paddy Jones is no sluggard in the ring, but M'Millan had him left a long distance behind when it came to speedy moving.

I do not jump to conclusions quickly, and I would not like to get too enthusiastic over any man from one fight alone. But I must say that I can think of no featherweight in the country at the present moment who is better than M'Millan, with the possible exception of the title holder.

Even Corbett, with all his scientific boxing and long reach, would to my mind be thoroughly extended to beat the lad from Glasgow, and I only hope that the N.S.C. will give M'Millan a chance very quickly of matching up for a championship

BOWLS.

SHANGHAI'S INVITATION ACCEPTED.

SEPTEMBER INTERPORT.

Shanghai's invitation to local lawn bowlers to send a team to the Northern port was yesterday accepted. Messrs. H. Overy (K.C.C.), G. E. Alderman (G.S.C.C.) and D. Munro (Taikoo) with the president and honorary secretary of the H.K. Lawn Bowls Association, will comprise the selection committee. Names of players able and willing to make the trip should be with the honorary secretary by August 1. Players will pay their own fares. The interport games will no doubt take place between September 1 and 15.

It would be a great display of science and real sound boxing, I am sure, and in my opinion the issue would be so much in doubt that the fight would be a keen one. Fights for Home Boxers First. Although not actually a witness of the fight between Archie Sexton and Russell Whalen, the much-advertised American boxer who is now working in London, I had an account of it from a friend who was there, and the reason I am referring specially to it is that we have here another case of a foreigner being given more kudos than the home products.

I don't know what has got hold of some of our promoters. Is it that a man comes from America, lots of the things that were said that a man comes from America, or France, or Italy, or anywhere else but home means to them that he must be "some class?"

Russell Whalen, according to my informant, is no more and no less than a showy lightweight who has certainly a degree of science but nothing so wonderful as to justify lots of the things that were said and written about him. He is in fact billed as "America's Great Undefeated Lightweight." Now, I would no more set out to run down Whalen than I would any other man, British or foreign, and I hasten to say that I have not the slightest prejudice against foreigners as such.

But I still harp on the note I have rounded many times in these columns: give our own men the fights first, unless there is some definite reason for matching our fellows with imported products. In the case of Johnny Hill, Emile Pladner was a natural opponent for him, and there was no man who could either have put up such a good fight from our home flyweights as Pladner did on both occasions, nor was there anyone else to dispute the point at issue, namely the European title.

And when it comes to brass-tacks, what about the manner in which Phil Scott has been and is being treated in "Go's" own country? It would seem as if he is as far off recognition by people who matter over there as he was at the beginning of his first trip to the States.

Milligan's One Idea.

I met Tommy Milligan again at the N.S.C., and I discussed the unfortunate Edinburgh affair with him. Tommy is now very philosophical about the business and takes the attitude that it is no use crying over spilt milk but he told me that his one whole idea now was to see the Harvey-Ireland contest over and then to get to immediate grips with the winner.

I do know this: if the winner is Harvey, he will accommodate Milligan at as early a date as possible. Will Ireland do the same?

One that score, I confess I have no information, and I don't think anyone else has either. This, however, is certain in Milligan's mind: he considers himself a better boxer by far to-day than he has ever been before, and he is of opinion that by putting into practice new ideas he has absorbed, he will prove himself more than a match for Harvey or Ireland or any other middle-weight in this country.

Lull in Bantam Division. One department up is undoubtedly the bantam division, and it is high time that Mr. Joe Morris fixed up some work for Baldoek if he wants the erstwhile Poplar wonder to retain his place in the public eye.

Why there should be such a lull among the 8 stone 6 brigade I cannot imagine, for surely there is no other section where there are so many likely men clamouring for a shot at the title still held "officially" by Johnny Brown of St. George's.

There is plenty of talk going on but no action, and it is up to the N.S.C. to get busy making a series of matches which would rope in Baldoek, Nicholson, Rocks, Mick Hill, and one or two others with a view to getting that sleeping title made into a live and real affair.

"FAST YOUNG" MAN.

\$5,000 GONE IN TWO YEARS.

40 MOTOR FINES.

Southampton.—John Leslie Courtney, aged 22, trading as the Southampton Marine Motor Company, admitted at Southampton Bankruptcy Court having lost \$5,000 in less than two years. He admitted owing \$2,047, and said he had no assets.

He said he had been a pilot in the Royal Air Force. In August 1926, he became entitled to about \$3,000 and bought a motor-launch. He had a motor-car and a motor-cycle, for which he paid \$300.

Mr. J. L. Wilkinson, the Official Receiver: Did you appear before the local magistrates for speeding?—Dozens of times.

And there were dozens of fines?—Yes, about 40 or 50.

"That's All."

Did you appear before the magistrates in any other circumstances?—Only for attempting to shoot a man, that's all. Courtney said his losses in respect of the launch "My Molly" were altogether \$2,309.

Mr. Wilkinson: Over \$2,300 gone in 12 months—Exactly 12 months. At what rate were you living for household expenses?—£1,300, possibly more.

You have done yourself pretty well?—Fairly, yes.

You have been grossly extravagant?—No doubt about that. With motor-cars, motor-cycles, and a chauffeur; is that right?—I believe there were two or three.

Nothing to Show.

May we take it that in addition to the \$3,000 you received under your parents' will for marriage settlement in 1926 you have lost \$2,047, making \$5,047 in less than two years?—Yes.

Mr. Payne, the registrar: And nothing to show for it?—Nothing. Several people went out of their way to assist me to spend money.

Mr. Payne: You did not want much persuading. The examination was adjourned for a month.

DOCTOR'S WIFE DEAD

MRS. CAMILLA MARIA GRACA OZORIO PASSES AWAY.

It is with regret that we have to announce the untimely death, which occurred at her residence, No. 1, Observatory-villas, Kowloon, last night, of Mrs. Camilla Maria Graca Ozorio, the well-known local medical practitioner, who had served two terms as an unofficial member of the Sanitary Board.

The late Mrs. Graca Ozorio, who was a member of an old and highly respected Portuguese family of Hong Kong, was the third daughter of Mr. C. M. Castro of Messrs. Lane, Crawford, Ltd., and of the late Mrs. Castro.

Besides predeceasing her husband and five children, the deceased lady is survived by her father and eight brothers—Messrs. Richard, Joe, Henry, Antoin, Eugene, Alfred, David and Edward Castro—and two sisters, Mrs. F. M. Franco, Jr., and Mrs. J. H. O'Brien, with all of whom much sympathy will be felt in their bereavement by a large circle of friends.

The late Mrs. Graca Ozorio, who was the possessor of a very fine soprano voice, was a well-known figure in local amateur concerts in Hong Kong, and before her marriage during the War, she was a favourite performer at the open air concerts held in the public gardens by the Hong Kong Police Reserve. She also sang at many concerts and took part in a number of plays staged by Portuguese amateurs at the Club Lusitano.

The funeral takes place at the Roman Catholic cemetery, Happy Valley, at 6 p.m., to-day.

SERPENT WORSHIP.

PRE-ISRAELITE DISCOVERY IN PALESTINE.

Jerusalem.—The excavations now coming to a close which are being conducted by Dr. W. F. Albright of the American School of Archaeology in Jerusalem, with the co-operation of Prof. M. G. Kyle, of the Xenia Theological Seminary, Ohio, have been rewarded at the last moment by the discovery of a unique object of worship illustrating Canaanite worship in the pre-Israelite period.

The monument consists of a limestone stele (inscribed slab) 12 inches by 24 depicting a figure, the head of which is lacking. Probably the representation is that of a god or goddess. The limbs of the statue are encircled by a huge serpent.

Prof. Kyle suggests that the object relates to the Garden of Eden story which deteriorated into serpent worship and emerged later among the Israelites at the time of Hezekiah.

ELECTION PRICES.

CUT IN COUNTIES, BUT NOT IN THE TOWNS.

TORIES FAVOURITES.

[By Hugh Martin.]

As a result of the Equal Franchise Bill, which passed through its Committee stage in the Commons on April 23, elections will cost Parliamentary candidates more, but not so much more in all cases as if a new clause had not been added to the measure.

The Bill swells the electorate by one quarter, and in its original form would have increased maximum expenses which are on a per capita basis, by 25 per cent. After the night's series of free votes, however, the prospect is that the full increase will only have to be borne by candidates in town constituencies, the country candidate's expenditure being restricted to 6d. per voter, instead of 7d. as at present.

The announcement that Ministerialists would be at liberty to vote as they wished on this vexed question was made with considerableunction by Sir William Joynson-Hicks, who had consulted the Prime Minister since the Bill was last before the House. Mr. Arthur Henderson had put down a motion for the reduction of both town and country allowances by one penny per voter, and Sir William proceeded to show that at any rate in the case of the counties this will be more than ample.

In the Scottish boroughs it appears that successful candidates at the last election spent only 2½d. per head instead of the maximum of 4d. now proposed. (English and Welsh laughter.)

When the House divided only 71 members—all Tories—were found bold enough to vote for the retention of the whole of the present scale in town and country.

Plans for Economy.

The Labour Front Bench was evidently wondering whether it had been wise in asking for so little when Sir John Simon rose to propose that the permitted expenditure in counties should be reduced from the 6d. to 5d., which seemed to him, in view of the Home Secretary's figures, to be needlessly generous.

This shocked Sir William Joynson-Hicks. The Government, said he gravely, is reforming Government, but must check its zeal before the point is reached at which a candidate is not permitted to spend enough to educate his constituents. When Mr. Snowden, on behalf of the Labour Party, supported the Simon amendment to Labour's original figure there were Ministerial sniggers.

Some interesting figures suggesting how much too expensive the political life is at the present time were also given by Captain Garro-Jones. They showed that members who fought the 1922, 23 and 24 elections must have spent in a large number of cases quite \$6,000, allowing for the necessary disbursements between-willes.

Two Ministerialists who supported the Simon amendment were General Charteris and Major Hills. The House smiled cynically when Miss Wilkinson described her ideal election and why it would be cheap. "Appeals to reason," said she, "call for much less expenditure than appeals to prejudice. Quiet meetings cost far less than shrieking posters."

The most outspoken opponent of any further retreat was Mr. Sandeman, Tory member for Prestwich, who had been one of the 71 against even the penny reduction. "This," he cried, "would be absolute madness! Would the Socialists give away anything they've got?"

That appeared to be the general view of Mr. Sandeman's party. It rejected the Simon scale by 215 to 111.

Towns That Cost More.

Next came a surprise, Col. Vaughan-Morgan, Conservative member for East Fulham, moved a further amendment to Mr. Henderson's; new clause with the object of retaining 5d. as the maximum expenditure in borough constituencies.

A number of Conservatives opposed this policy, but Col. Vaughan-Morgan's amendment was carried by the narrow margin of 3 votes—181 to 178.

The result must be regarded as a feather in the cap of that astute politician, the Home Secretary. Without saddling the Government with the odium of selling advantage from the wealth of its candidates, he had secured practically the whole of what the party managers undoubtedly desired.

Sir J. Simon's Strictures. The "Daily News" and Westminster Gazette" previously received the following letter from Sir John Simon, M.P., regarding the clause in the new Franchise Bill which would limit the expenditure in present forms of party, the candidate who can afford to do so to spend 25 per cent. more in election expenses than he is at present allowed.

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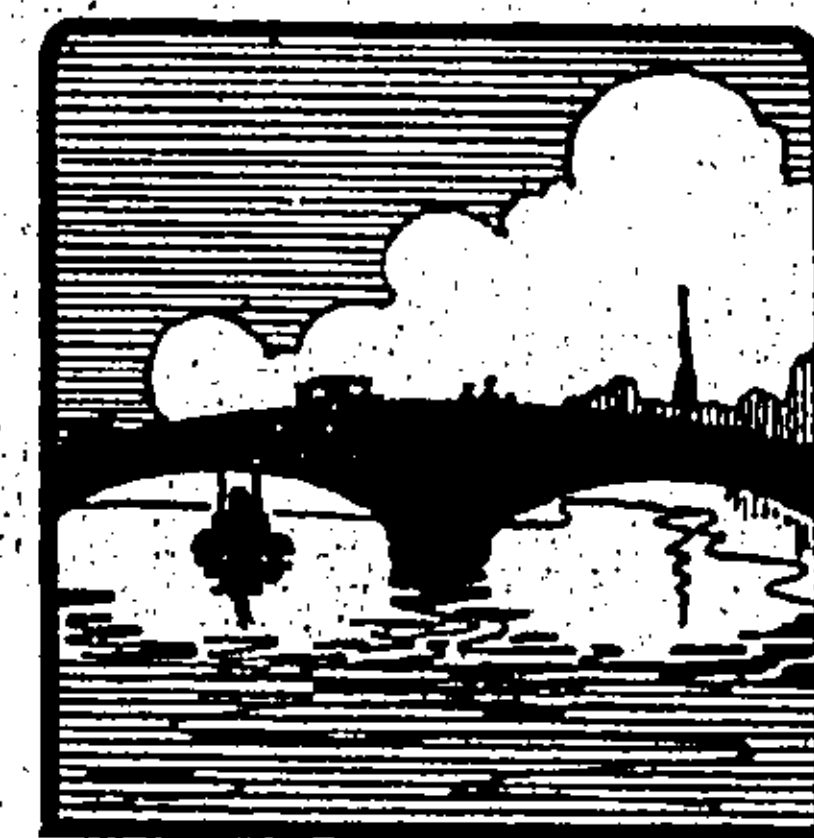
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"The Equal Franchise Bill is estimated to add 6½ million voters to the electorate, and this is an increase of about 25 per cent. The average constituency to-day contains about 36,000 voters, and the new Bill will increase this number to 45,000. What effect is this going to have on candidates' expenses at elections?"

"There is no reason why the cost of fighting an election should be materially increased by the change, for the area of the constituency is unaltered, the period of the contest is not increased, candidates already hold as many meetings as they can in the time, and the same number of committee rooms will suffice."

"There will be a slight increase due to the necessity of printing and distributing a larger number of copies of the necessary election documents, but it is manifest that this could not justify an increase by 25 per cent. of a candidate's authorised expenditure."

Candidates' Expenses Law.

"Yet this increase in expenditure will be automatically permitted if the Equal Franchise Bill is carried in the form in which the Government has seen fit to introduce it. For, under the existing law, a candidate may spend (apart from his personal expenses and a fee to his agent) 7d. for every registered voter in a county constituency, and 6d. for every registered voter in a borough."

"Increase the number of registered voters by 9,000, and a candidate who can afford it will at once be at liberty to spend 9,000 more sevenpences or fivepences."

"If Parliament permits such a result to follow, it will, I think, be inflicting a grave wrong. The consequence would be to limit the choice of candidates, and to debar the poorer man from standing, especially if he was independent of outside financial support."

"Moreover, the figures of the last three General Elections go to show that the authorized maximum is unnecessarily high, and that financial outlay by candidates has been steadily decreasing."

4d.; in 1923 it was £599 19s. 9d.; and in 1924 it was £572 10s."

What Candidate May Spend.

"Yet the authorized expenditure was, on average, £750, and if the Equal Franchise Bill passes unamended it will become £937 10s. The figures for the counties tend in the same direction: at the 1922 election the average was £794 8s. 6d.; in 1923 it was £767 0s. 7d.; and in 1924 it was £729 8s. 8d. Yet the authorised maximum was £1,050, and unless the present scale is cut down it will become £1,312 10s.1."

"With these facts and figures in mind last Wednesday's debate in the House of Commons on the subject makes interesting reading. One Conservative member described the effort to reduce the scale of expenditure per voter as 'the attempt to curtail the activities of the Conservative Party.'"

"Another Conservative member (who made an admirable speech in support of the reform) thought it necessary to plead with the members of his own party to be 'indulgent.'"

"The Conservative Government has already found it impossible to resist the temptation which this Bill offers to add to the number of plural voters."

"We shall know on April 30 from the Home Secretary whether the Government can resist the demand, made by many of their own supporters as well as by the united Oppositions, to do something to decrease the money power in politics."

LONDON EXCHANGES.

London, Yesterday.	
Paris	124.10
New York	4.87½
Brussels	34.92
Geneva	25.80
Amsterdam	12.10½
Milan	82.75
Berlin	20.41
Stockholm	18.18
Copenhagen	18.20
Oslo	18.22
Vienna	84.65
Prague	164½
Helsingfors	198½
Madrid	29.425
Lisbon	2.7/32
Athens	374½
Bucharest	797½
Rio	5.29/32
Buenos Aires	475½
Bombay	1/5½
Shanghai	2/8½
Hong Kong	2/0½
Yokohama	1/0½
Silver Spot	22.55
Silver Futures	22.7/16

MONEY & SHARES.

TO-DAY'S QUOTATIONS.

Bank, wire	2/- ¾
Bank, on demand	2/- 7/16
Bank 30 days' sight	—
Bank 4 months' sight	2/- ¾
Credit, 4 months' sight	—
Documentary 4 months' sight	—
On Paris	1282½
On demand	—
Credit, 4 months' sight	—
On Berlin	—
On demand	—
On New York	49½
On demand	—
Credit, 60 days' sight	—
On Bombay	—
Wire	136½
On demand	136½
On Calcutta	—
Wire	136½
On demand	136½
On Singapore	88
On demand	—
On Manila	99½
On demand	—
80 days' sight (private paper)	—
On Yokohama	105½
Gold Leaf, 100 fine (per tat)	—
Sovereigns (Bank's buying rate)	2/1¼
Silver (per oz.)	27½
Bar Silver in Hong Kong	5% prem.
Chinese Copper Cash nom.	—
Chinese Copper Cents 0% prem.	—
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	32½ p. dis.
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LIABILITY FOR LOSS.

(Continued from Page 4.)
The last. Now, I do not think that that can be accurate. He does not say anywhere what sort of speed he was getting out of the ship, though there was a passage somewhere in his evidence which spoke about five knots. The conclusion I come to is that there was no full speed at all ordered, or if ordered certainly not carried out.

Mr. Dunlop.—It is at page 118: "Judging her at five knots, she would make about three." That is where he mentioned five knots.

Crew Preferred to Pilot.
The Judge.—That is the passage. It is on page 118 that he speaks of some five knots. So much for the two sets of witnesses, if one may so call it—the pilot as against the crew—I accept the crew. After the accident the master, the mate, and the engineer all went forward to see what the damage was. It was very serious. A picture of the blow was sketched by the master and put in; it cuts practically to the 'midships line at the fore-castle. It apparently gets close to the windlass, and all the plates would no doubt be torn and very badly twisted. Putting it quite shortly, the end of the ship forward of the collision bulkhead would be in a terrible mess.

They went forward to examine the damage, and they examined it as best they could. I am satisfied that the examination that was made was as good an examination as could be made in the circumstances. It has been suggested that they ought to have gone down a ladder of some kind into the space where all this torn and disturbed steelwork was, in order to examine microscopically the rivets and the state of the bulkhead. With a great hole such as was made of some 12 feet by eight or nine more feet, in the bows, in daylight, a very good indication of the state of the bulkhead, generally speaking, could be seen from the deck; and it could also be seen whether it was feasible to get down or not. I accept the evidence of the engineer when he says that it was not safe to try, and he could not get down to make any more detailed examination. Moreover, I do not think it would have conveyed any more to anyone than was to be learned from the soundings, if properly taken, of the bilges.

It is the fact that, having examined as far as they could the damage from the forward side, they did not go down into No. 1 hold to see what was visible in there. The No. 1 hold was not quite full of bulk meat, on top of which were layers of bags, some three or four tiers, laid fore and aft. These would form a most excellent support for a bulkhead which had been injured in a collision. I think, and am advised, that it was the best possible kind of shore you could have to a bulkhead which was weakened; and that any attempt to take away from that shore would have been most unwise.

Hold Examination of No Value.
The master of a ship, knowing that his bulkhead was as well shored as that, would not naturally suspect that he could do any good by going down into the hold to see what could be seen above the bags, because the bags were on top of the bulk cargo. It may very well be that some people would go down into the hold to satisfy themselves as to what the conditions were; but inasmuch as the soundings of the hold were the things that really mattered, and it would have been most unwise to disturb any cargo that was there, it is highly improbable that any good results would have been attained by opening the hatches and going down merely to look, because the injury to this bulkhead seems really to have been low down, and below the height to which the cargo extended. As the water which eventually got into the ship came in from below, no examination inside would really have been of any value. They did not go down to look, and I certainly think that that was not by any means an imprudent thing to omit.

What they did was, having had a look at the hole and made an examination forward, to take soundings of their bilges, both in No. 1 and No. 2 holds, they took the very best precautions with regard to those two holds. An officer was stationed at each to take soundings frequently, the first officer at No. 1 and the second officer at No. 2. They sounded both the holds and the tanks, because she was a double-bottomed ship. The chief officer who was sounding at No. 1, took his soundings, as he says, about every 10 minutes. Whether it was precisely 10 minutes or not is not by any means certain; but what he means to convey, and what I think was happening was, that he was taking them at frequent intervals to see whether there was any rise of water. At the first sounding they found the water was 2 ft. 6 in. bilge on the starboard side of No. 1 hold. The tank was dry; and no other water was found in the ship at all. Now 2 ft. 6 in. in these bilges is not a great matter. The bilges are about 3 feet deep. I am satisfied that Mr. Camps' evidence about the bilges is likely to be more correct than anybody else's. I am led to that conclusion by the fact that the ship never took any list. Having found 2 ft. 6 in. to start with, they then put on the pumps, and the engineer used all his available pumping power on this No. 1 hold and reduced the water to 2 feet. From that time onwards the water kept at a constant level of 2 feet and did not increase.

The ship having had a severe accident, being furnished with a collision bulkhead, and the soundings showing that the pumps were able to cope with any water that came in and keep it at a constant level, I think the master was fully justified in trying to make port with his ship. There was no reason to be alarmed. Of course vessels do sometimes go to the bottom some hours after they have had a collision, because something gives way; but so long as your soundings are constant, and the ship is travelling without any increase of water, it seems to me that a reasonable man may naturally conclude that he can safely go on.

If it be the fact that the pilot put her on full speed when he first came on board, that was a very good test, and it would naturally add to the confidence in their bulkhead which the master already possessed. If again at a later period he travelled full speed for half-an-hour (the first full speed being supposed to be for a somewhat short

period only), and still at the end of that half-hour the vessel was standing up to it with no increase in the water, still greater confidence would be induced in the master's mind. If that is the fact, one cannot suppose, when they were making for port as quickly as they could, that any reduction of speed should take place later. That is one of the reasons why I think the pilot is all wrong when he talks about going full speed.

Time of Sinking.

Now with the pumps keeping the water down at this figure, and with the ship travelling at slow speed, there came a time when suddenly there was obviously an influx of water coming up the sounding pipes, both of the bilges and the tank, and the ship dropped her head to a very considerable extent, so much so that the water came on to the well deck. The people who were standing by the sounding pipes found that they could not sound any more, and they had to abandon the ship, which they did at about 3 o'clock. She went down at ten minutes past three. The pilot's times with regard to his boarding her and the sinking are about half-an-hour different. After the vessel was left (they left in boats; there were 20 odd people in each of the two boats) they had to row ashore, and they made Rimouski Wharf in about four hours, I think. I am not sure whether this has been proved, or whether it only appears in the evidence given at Montreal, but I think it was in about four hours. Rowing big, heavy boats like these, after an accident like this, waiting to see the ship sink, and so on, they had to row with a wind on the beam and with the tide on the beam of the small boats, and they had to hold her up to make Father Point, because Father Point signal was the only thing they had to guide them. They were holding her up against the wind and tide so as to make Rimouski, so that they had a good deal to contend with; and I think the time which they took would about agree with the place where the master says he thinks the ship sank.

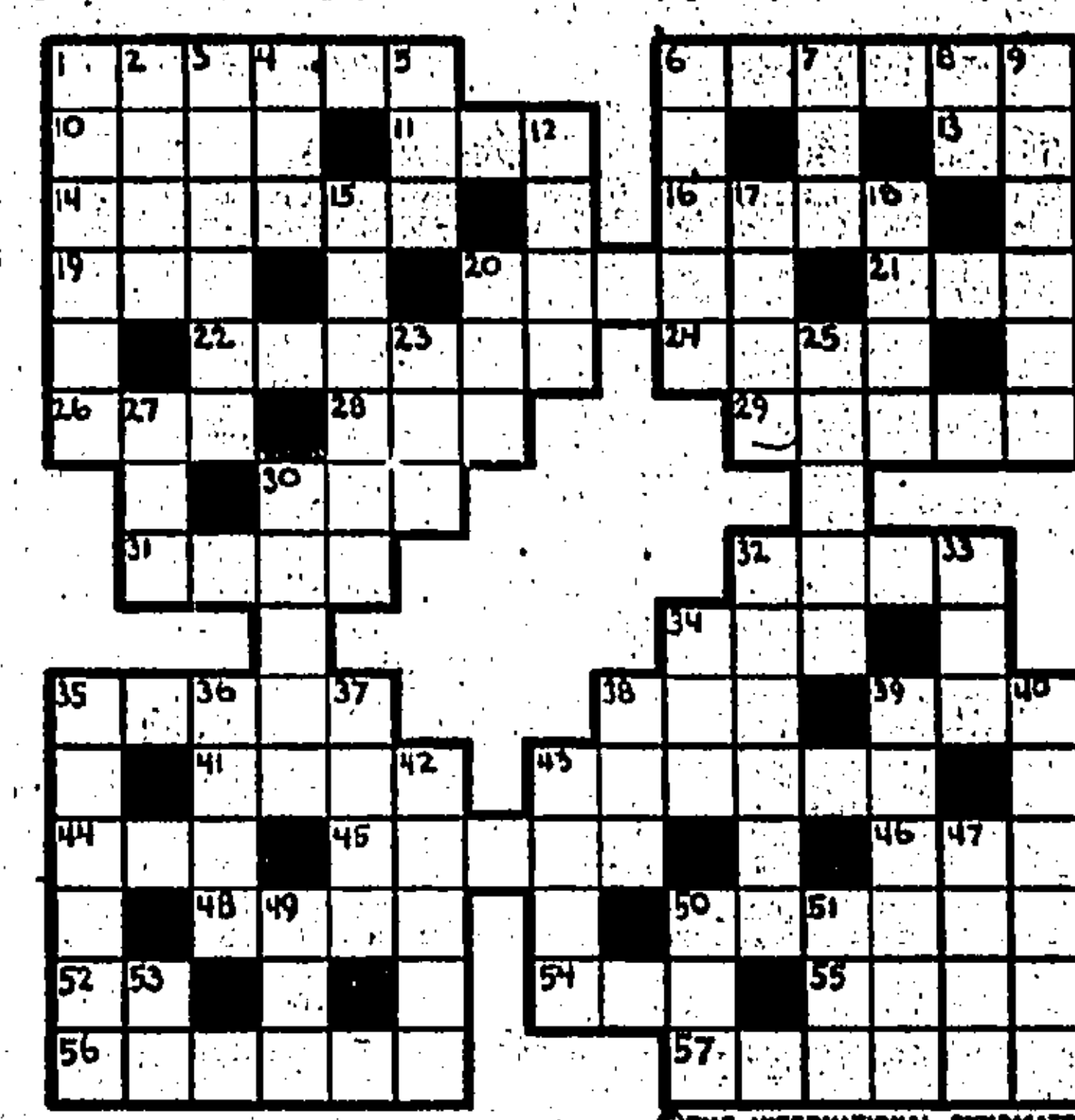
The place of collision I have already found to be some two miles N.W. of Buoy 25. I think the master's view as to the spot where the vessel went down, which is four miles N.W. of Father Point, is probably very near the right spot. It seems to me to accord with the getting into port afterwards, and with the other matters to which I have already alluded. I think if the ship had gone full speed for anything like half-an-hour, it is rather less consistent with their getting into Rimouski in the way they did than with going at slow, though there is not a great deal in it. In my view the distance is only short, and would easily be accounted for by slow speed all the time. Those are, I think, the main facts in the case. I cannot believe that they would go more than slow. They had been caught out in a fog going too fast, and probably they would not be so eager to go fast in a fog afterwards; still less would they be eager to go too fast in a fog with a gash in her bows such as she had received.

I cannot believe that this Italian crew would have stayed on board a "gradually sinking" ship, getting worse and worse every moment, up to such a late period as in fact they did. I cannot believe that the crew would not be looking with the greatest interest to see whether their ship was keeping all right or not. Nor do I think that the pilot, who is a total stranger to the ship, would risk his life—he talks about his livelihood, still less his life—if the ship was gradually going down; but he would look out to see whether there was any truth in the suggestion that Mr. Langton makes, that she was gradually going down. Nor do I believe that this crew, if there was any such danger, would not have packed their belongings and had them ready to transfer to the lifeboats, because they have not a great deal of property, and what they have is generally with them on board their

(Continued on Page 11.)

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

- 1-What king of ancient Persia was defeated at Marathon?
- 6-What Hebrew prophet was a captive in Babylon?
- 10-A British seaport in Arabia
- 11-A cape on the Massachusetts coast
- 13-Negative
- 14-What is Henry David Thoreau's best known book?
- 15-Climbing plant
- 19-Personal pronoun
- 20-Affirm
- 21-The sheltered side of a headland
- 22-What is Japan called?
- 24-A clock-face
- 26-To no extent
- 28-Wrath
- 29-Of the height of fashion
- 30-Woe (Scott.)
- 31-A small silver coin of Mexico
- 32-To drive, as a dog team (Alaska)
- 34-Profess. Bad
- 35-A lily with orange flowers spotted with purple
- 38-A habitual drunkard
- 39-A small horse
- 41-A metric land measure (pl.)

HORIZONTAL (Cont.)

- 43-What city of N. W. Portugal is a great wine-trade center?
- 44-A color
- 45-Dubious
- 46-The (German)
- 48-To satisfy the appetite of
- 50-What English university obtained its first charter in 1248?
- 52-Pronoun
- 54-An old French coin
- 55-Association (abbr.)
- 56-What is the monetary unit of Canada?
- 57-A deep covered dish for soup

VERTICAL

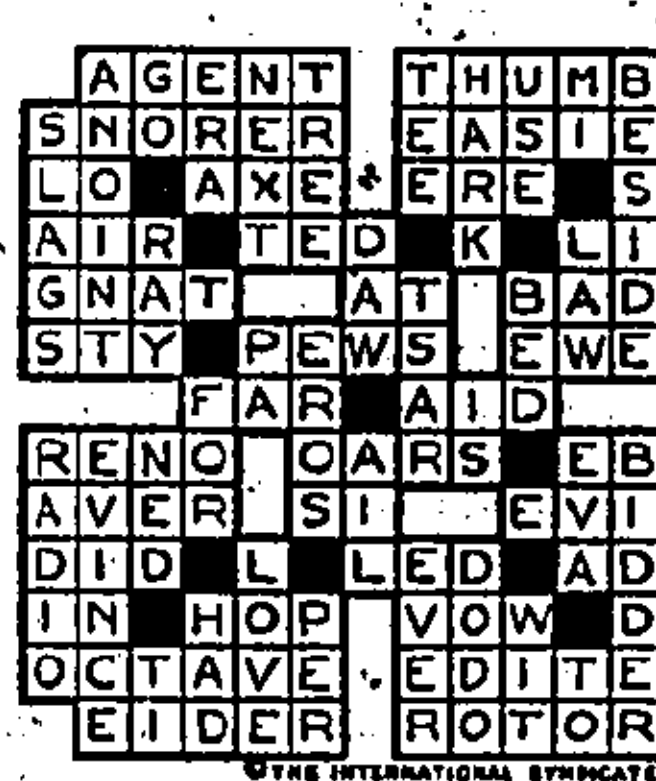
- 1-A city in the Kingdom, Canada
- 2-A Scripture proper name
- 3-To yield
- 4-N. cen. State (abbr.)
- 5-A river in Galicia, Austria-Hungary
- 6-What youth, afterwards king of Israel, slew a giant with a stone from a sling?
- 7-Prefix. Not
- 8-A type measure
- 9-What New England poet was U. S. minister to Spain and to England?

VERTICAL (Cont.)

- 12-Mildly
- 15-A watching in secret
- 17-A suffix denoting inflammation
- 18-She (French)
- 20-An American poet
- 22-Prefix. Before
- 25-Majestic and terrible
- 27-Possessive pronoun
- 30-What is the most familiar combination of hydrogen and oxygen?
- 32-A mold in which anything is cast or shaped
- 33-Interjection. Same as "ho"
- 34-To low, as a cow
- 35-Scorching
- 36-Rambles
- 37-A support or base
- 38-To discover
- 39-Having nodes
- 40-What English general, governor of the Sudan, was killed at Khartoum?
- 42-Step
- 43-Excess arising from comparison
- 47-The Irish Gaelic
- 49-To trouble
- 50-Forth from
- 51-To a great distance
- 53-Toward

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

SATURDAY'S SOLUTION.



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Taimoshan	3124
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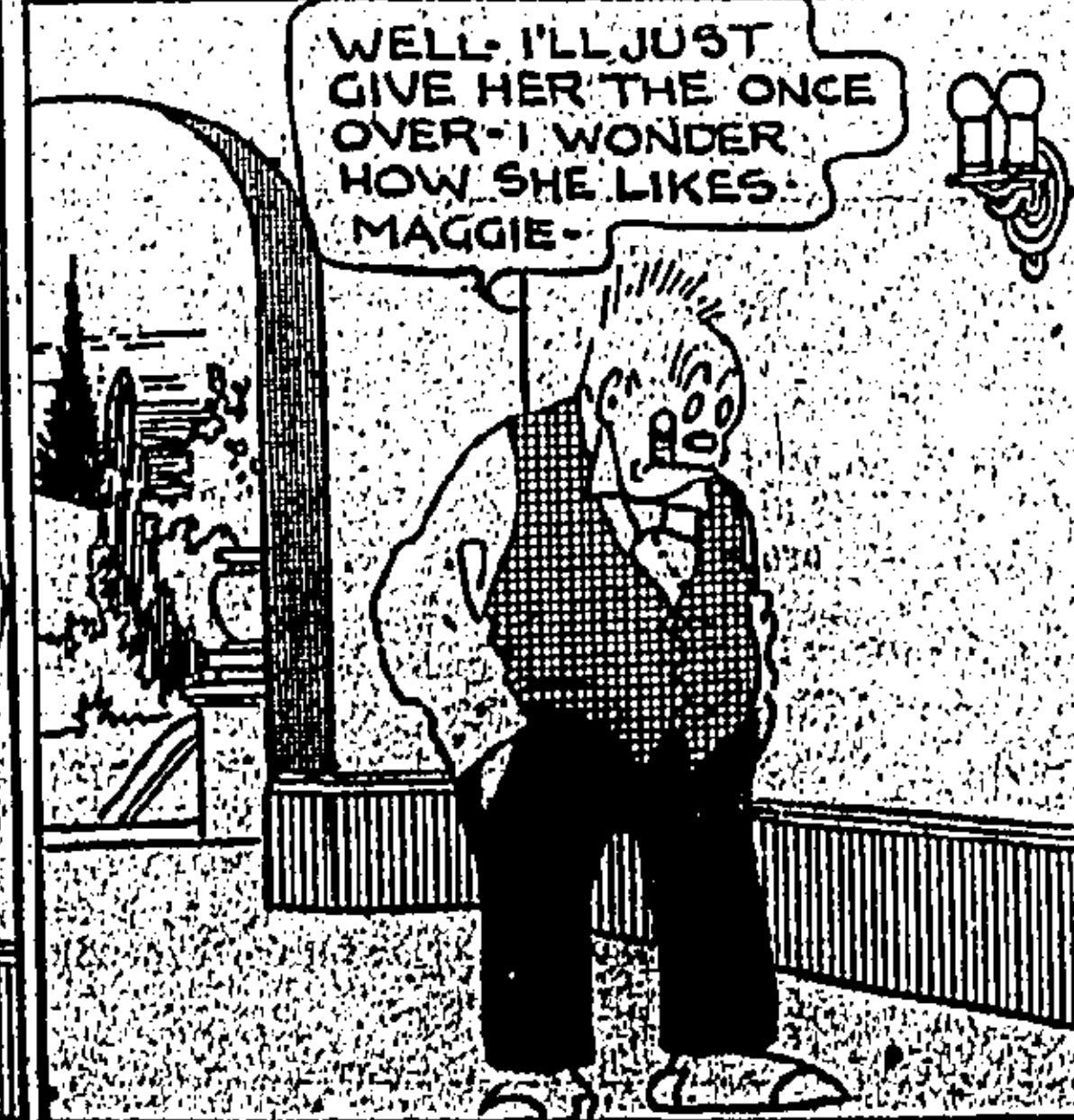
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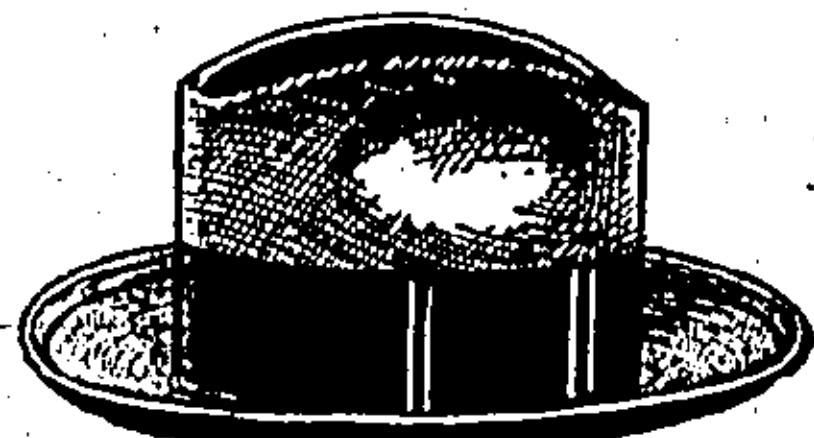
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LIABILITY FOR LOSS.

(Continued from Page 10.)

ship, and they do not want to lose all they have if there is any remote chance of such loss taking place.

No Object in Losing Ship.

Again, the master and the other people on the ship had no object in losing the ship. They had every reason to keep her afloat and keep their job. Again, if there was any sort of danger in their minds or apparent, there was no difficulty in taking the ship close in shore and coasting up to Quebec. That was not attempted. Nor, indeed, would there have been any difficulty in beaching the ship, because there were plenty of places where she could have been beached. But none of these attempts was made for the safeguarding of their lives and property on the part of the people who were managing this ship. My view is, that if there really had been any sign such as has been suggested must have been visible, of the vessel going down, gradually before she actually collapsed and went down in a very short period, some of these steps would have been taken.

This all points, to my mind, to its being a true case which the master is making with regard to this matter. Further, the engineer, who is in the worst position of anybody on a ship that is likely to go to the bottom, has his gauge glasses down below to guide him as to whether she is going by the head rapidly or gradually. He, with the other people in the engine-room who are most exposed to the danger of losing their lives in the case of a sudden emergency, has put on all his pumping power, and must naturally be very anxious to know whether his pumps are doing their work. I believe he did keep in close touch with the deck, to know what was going on, and satisfied himself that his pumps were keeping the water down to the level at which it was kept. These are some of the reasons which lead me to the conclusion that I have come to.

Master's Reasonable Precautions.

I have taken the precaution of asking the Elder Brethren what they think about this, because it seems to me it is very much more a matter for them than it is for me, as to the conduct of a ship's master after an accident of this kind. I have asked them the question which Mr. Langton agreed should be asked; and I have also added to that question the suggestion which he made, to make the matter even clearer. I have asked them the question. Did the master take proper, reasonable and seamanlike precautions after the collision to save his ship? Their answer is, Yes. Did he omit to take any such precautions? Their answer is, No. They say that in similar circumstances they think they would have done the same as he did, being naturally anxious to get into port as soon as possible; probably, they add, they would have gone down into the forehold to see if anything was visible, though they would not expect to find anything, inasmuch as it took her three hours to sink—that is what they know now—and in view of the soundings. They certainly would not disturb the cargo against the bulkhead.

It is said that even if any precaution is omitted, it would still leave me to say whether I think that the man was negligent or not. I have put to myself the question whether the sinking was due to the act or neglect of the plaintiffs, and I cannot think it was. I cannot see that the master was guilty of any neglect or act which brought about the loss of his vessel. I think the loss was clearly the direct result of the collision. That is the test, I think, put by Lord Justice Bankes and Lord Justice Atkin in the "Paludina," following Mr. Justice Hill in the "Waalstroem," which is the test which ought to be applied to these cases. Of course, the plaintiff has to prove his case; and I am satisfied in this case that he has done so. The loss was not caused by any failure to take precautions, or by any act of the master which was wrong.

One always has to bear in mind in a case of this kind that the question that faces the people on the ship is whether or not it is not as well to leave well alone. Where you have water coming in which is not more than your pumps can deal with, you may easily make matters much worse if you begin digging down amongst your cargo. By driving wedges into started places you may find it may only have the result of making the split, if there is a split, worse than it was before. Mr. Langton, in his very powerful address, as it seems to me makes the case that these people on board the "Vulcano" took no step of any kind to protect their lives or property. He wants me to say they never took any soundings, except possibly one to start with, and an odd one now and again afterwards. They made no sort of

examination at all, and they took no precautions such as anchoring or beaching the ship, or walking until they could get assistance to patch their vessel. If the master, having got his ship perfectly sound in the sense that he could keep the water under, had chosen to anchor where he was, which is one suggestion, non constat that the bulkhead would not have given way in three hours' time, just as it did. If he had not anchored, but waited about the course the tide and wind have blown him somewhere. He was steaming as it was, but if he had waited about, again non constat that the bulkhead would not have given way. If he had beached her, it would have been a case of beaching a ship which apparently there was no necessity to beach, and it would have been very hard for him to justify the beaching of a vessel, the water in which was perfectly under control, in view of the enormous cost that might be involved in such a proceeding.

To find a place where he could beach with some degree of safety, which would not involve a greater injury to the ship, might be exceedingly difficult, especially in a fog. It would involve steaming in to the shore; and if he had gone at full speed and the bulkhead had given way, he would have been blamed, no doubt. If the cost of beaching had been very large, the case would have been a different one, and he would have been told he ought never to have done such a thing, when he was not making more water than he could cope with—the argument would have been slightly different than now. If he had been faced with those alternatives, a case might very well have been made that in choosing to go on rather than take any one of them, he could not be said to be negligent for having done so. I think very likely he might have succeeded on that case. But that is not the case he makes, because he was so convinced in his own mind by the best precautions he could take, namely of taking soundings, that it was perfectly safe to go on.

As to her speed, Mr. Langton asked me not to believe the ship's story about going only slow, because there was this discrepancy between the ship's witnesses and the pilot. I have already dealt to a large extent with that point. Mr. Bucknill had pointed out that the master was recalled at Montreal, after the pilot had given his evidence about this, and was not asked a single question about it. He also points out with regard to the master, who gave the answer which Mr. Langton rather liked to rely on, "In my condition I certainly would have contributed to her loss. I should have been negligent if I had put the engines full speed ahead," that was by no means a crafty answer—it struck me, too—or the answer of a man who was not trying to tell the truth, because it would be the last admission he would make if it were the fact that he knew in his own mind that he had gone full speed ahead, because he did not know that all the evidence at Montreal would not be before me. He did not know but that it would come out that his engines had been full speed ahead. I think it goes to show that he was so convinced in his own mind that his story was true that he was going slow, that he had no hesitation in making that admission.

As to the time the ship took to sink, the point was made by Mr. Langton that this vessel suddenly went down "in five minutes." Mr. Camps said it might have been five minutes. Five minutes is not a very long time, but whether a ship goes to the bottom when her bulkhead seam or her side plating gives way from the stringer, all depends on how much the seam goes, or how much of the plating comes from the stringer. I am not sure whether I have used there the word "stringer" in the right way—I think probably it ought to be "angle-iron." Mr. Burls seems to think that it might take an hour. Mr. Trimming gave us some figures which would correspond more or less with an hour. But that is on an assumed hole, and if you double the hole you halve the time; and nobody supposes that five minutes is an actual or a mathematically correct figure. It only means that it happened very quickly.

Mr. Langton pointed out that there was a discrepancy between the master and the mate, as to whether the mate ran up to the bridge to report the soundings, or whether he shouted them out from the deck. Probably he did both. It seems pretty clear that he was at the sounding pipe most of the time, but he certainly did go to the engine-room, and probably on to the bridge. The pilot says he came up once, and he may have forgotten it. I do not think there is any real substantial discrepancy between them as to make me disbelieve the substance of their story. Then there was a question of whether the sinking was a gradual sinking

or a rapid sinking. The vessel's head went down before she got the water on her fore-deck something between 10 feet and 20 feet—I think Mr. Camps puts it at 24 to 26 feet—12 feet. I said 10 to 20 feet; that is a wide margin. Mr. Camps puts it at 12 feet. Mr. Burls puts it at about nine feet, in order to get the water on to the fore-deck. But, at any rate, it is a very big drop. The pilot never noticed any part of that until the water was on the deck. The crew say that it all happened very suddenly. That evidence seems to me to amount to much the same thing. The pilot did not see it till the water was on the deck. They did not see it till the water was coming up through the pipes. But a drop of the head of some 9 ft. to 12 ft. gradually would tip the ship very sensibly.

It is almost impossible to believe that nobody would notice that the ship was tilted forward to that extent, her stern going up in the air, and her propeller not making anything like the proper effect on the ship—it would be going very much faster, one would think. It is impossible to believe that that would not have been noticed if it had been going on gradually. The first foot or two, perhaps, would not be noticed, but as soon as it got to a serious amount it seems to me it must have been noticed. The master seems to have taken into consideration the condition of his ship with sense. He knew that he had to go up the Narrows higher up, and he had taken the precaution of ordering tugs to meet him when he got to that part of the river where he might have difficulty in steering. So that he does not seem to have been a person neglectful of ordinary precautions. For these reasons, I think, the plaintiffs are entitled to recover, as part of their damages for the collision, the loss of the vessel.

OLD WEEK-ENDS.

DAYS WHEN FOLKS WENT TO CHURCH.

Mr. C. R. Byrom, chief general superintendent of the London, Midland and Scottish Railway, continued his evidence before the Joint Select Parliamentary Committee considering the railway companies' Bills seeking powers to operate road transport services.

The loss of passenger traffic due to road competition, he said, was very pronounced on distances up to 50 miles.

Sir William Edge, M.P. for Bosworth, a member of the committee, said that on some of the roads in the north of England the traffic had already reached saturation point.

Mr. Byrom said there was a virtual monopoly of motor-omnibus services growing up which was controlled by two groups in working association—the London General Omnibus Co. and the British Electric Traction Co. It was tantamount to a fifth railway group, never contemplated under the Act of 1921. They controlled more than 60 per cent. of the organised transport industry in England and Wales, and they employed more than 10,000 omnibuses.

Earl Russell suggested that in an effort to establish road services the railways might have to enter upon intensive competition with the road undertakings, and that might not be in the public interest.

Mr. Byrom said that the railway companies wanted to share in the revenue which was to be derived from the development of road services. The loss attributable to the private motor-car was relatively unimportant.

Mr. Carteris, K.C. (appearing for county councils): But surely in the old days people used to go away by rail for week-ends as they now do by private car?

Lord Darling: In the old days people used to go to church. (Laughter.)

The committee adjourned.

HONG KONG HOTEL VISITORS.

June 25, 1928.

Messrs. A. M. Birchall, A. S. Brown, F. Barber, John V. Barwick, Mr. and Mrs. A. E. Bigelow.

Mr. and Mrs. Cowlishaw, Miss Cowlishaw, Miss Collan, Miss A. Clinton, Mr. E. J. Carmichael.

Mr. A. Dodd, Mrs. E. C. Drake and children.

Messrs. R. E. Francis, S. J. Fuller, R. A. Felten, Miss A. Fitzgerald.

Miss N. H. Gray.
Messrs. A. F. Henry, L. Hand, Mr. and Mrs. A. Holden.

Mr. C. Mulder.
Mr. and Mrs. J. J. Price.

Mr. and Mrs. A. B. Rose.
Messrs. W. Schmidt, K. W. Shearman, H. P. Scanlan, D. H. Schmid, Mr. and Mrs. G. Sharp.

Dr. and Mrs. E. W. Shearman.
Mr. E. H. Trice, Mrs. J. C. Teitzen.

Miss A. C. Valpied.
Messrs. G. Wragge, E. P. Whitham, Mr. and Mrs. A. Wise, Mr. and Mrs. L. Wilkerson, Miss D. E. Willis.

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China Mail

ESTABLISHED 1845

HONG KONG, TUESDAY, JUNE 26, 1928.

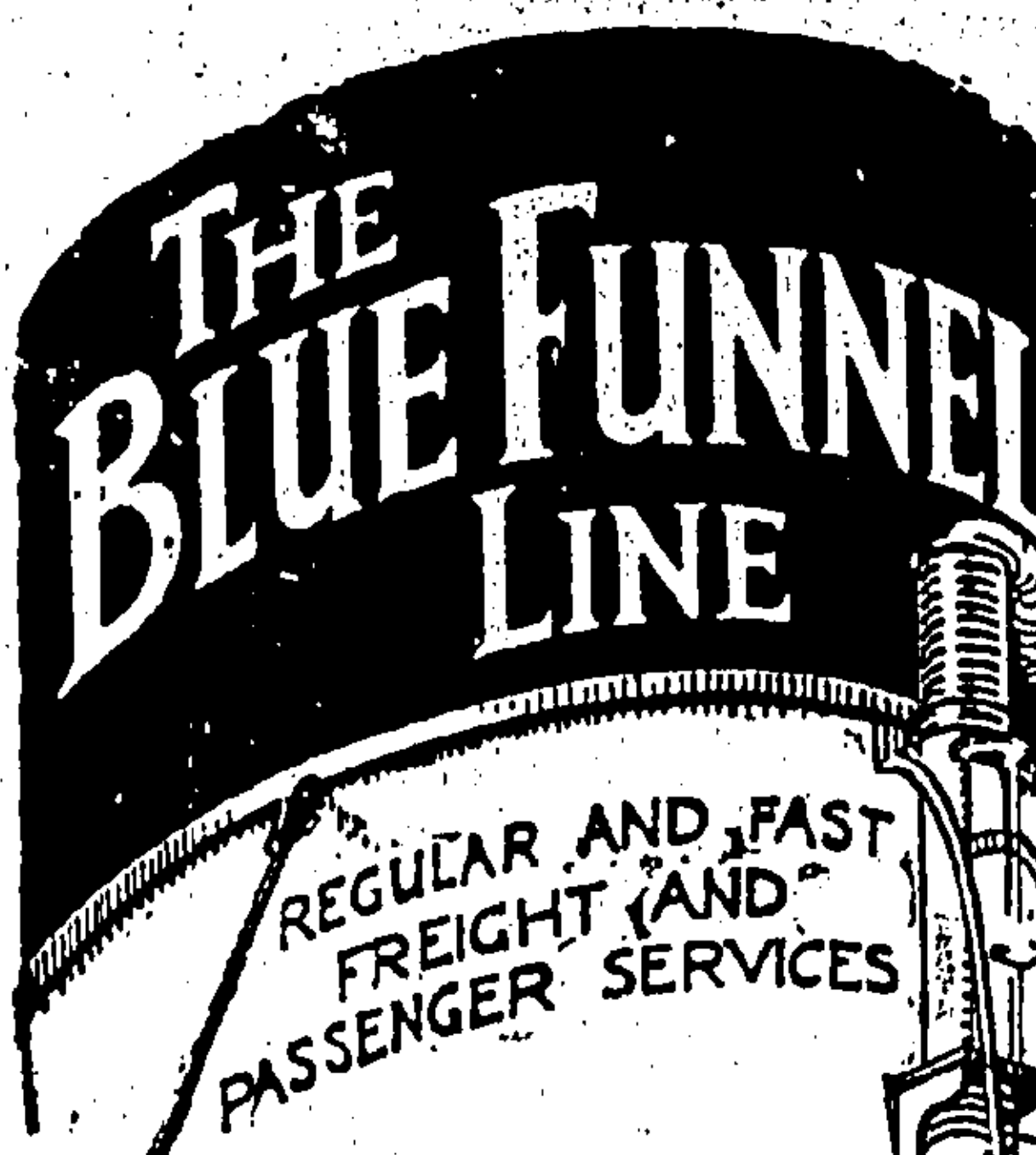
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INWARD MAILS.

From	TUESDAY, JUNE 26.	Per
Shanghai and Europe via Siberia		Mirzapore Straits
Japan	THURSDAY, JUNE 28.	.....
Shanghai and Europe via Siberia	.....	St. Albans
Japan	FRIDAY, JUNE 29.	.....
Europe via Negapatam (Letters only, London)	.....	Hong Ping
Japan and Shanghai	.....	Haruna Maru
U.S.A., Honolulu, Japan and Shanghai	.....	President Folk
U.S.A., Honolulu, Japan and Shanghai	MONDAY, JULY 2.	.....
U.S.A., Honolulu, Japan and Shanghai	.....	President McKinley
Japan and Shanghai	TUESDAY, JULY 3.	.....
Japan and Shanghai	FRIDAY, JULY 6.	Sphinx
Japan and Shanghai	.....	Khyber

OUTWARD MAILS.

For	TUESDAY, JUNE 26.	Per
Shanghai and Japan		Remscheid 3.30 p.m.
Tourane		Chungking 3.30 p.m.
Sam Shui and Wuchow		Chong On 4 p.m.
WEDNESDAY, JUNE 27.		
Bangkok		Chenan 8.30 a.m.
Straits and Calcutta. Parcels 11.30 a.m. Letters 12.30 p.m.		Tilawa
Swatow and Amoy		Van Heutz 11.30 a.m.
Manila		Empress of Russia 3.30 p.m.
Java via Batavia		Tjikarang 2.30 p.m.
Swatow, Amoy and Formosa		Yunnan 2.30 p.m.
Fort Bayard, Holhow, Pakhoi and Halphong		Hanoi 5 p.m.
THURSDAY, JUNE 28.		
Sandakan		Hin Sang 8.30 a.m.
Amoy and Formosa via Swatow		Kohoku Maru 10.30 a.m.
Swatow		Hydrangea 2.30 p.m.
FRIDAY, JUNE 29.		
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 14th July. Parcels noon. Registration 1.45 p.m. Letters 2.30 p.m.		St. Albans
Swatow, Amoy and Poochow		Hai Hong 2 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 30th July. E.R.O. Registration 4.30 p.m. Letters (June 30th) 4.30 p.m. G.P.O. Registration (June 30th) 8.40 a.m. Letters (June 30th) 9.30 a.m.		Haruna Maru

*Correspondence bearing vessel's name, only.

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15 HOURS' OF RAIN. NIAGARA DISTRICT.

DAMAGE ESTIMATED AT \$100,000.
FOUR DEATHS.
Ottawa, Yesterday.
Four deaths and damage estimated at \$100,000 has been caused in the Niagara Falls district by floods owing to fifteen hours' torrential rains.—Reuter's American Service.

AT GIBRALTAR.

NEW GOVERNOR NAMED.
SIR A. J. GODLEY.

London, Yesterday.
General Sir Alexander John Godley has been appointed Governor and Commander-in-Chief of Gibraltar in succession to General Sir Charles Carmichael Monro upon the expiration of the latter's term of office in September next.—British Wireless Service.

[General Sir A. J. Godley is a Grand Officer Legion d'Honneur, Grand Officer Crown of Belgium, Grand Officer White Eagle of Serbia and has been A.D.C. General to the King since 1925. He has held the post of General Officer Commander-in-Chief, Southern Command since 1924. He is 61 years of age and was educated at the Royal Naval School, Halsebury and the United Services College. He served in the South African War and at the Dardanelles and in France during the Great War.]

THE EX-SPEAKER.

DECLINES A PEERAGE "FOR PERSONAL REASONS."

London, Yesterday.
It is announced that His Majesty expressed a wish to confer a peerage upon ex-Speaker Whitley, but allowed him to decline the honour for personal reasons.—Reuter.

H.M.S. "KENT."

LEAVING FOR CHINA STATION ON JULY 7.

London, Yesterday.
His Majesty's cruiser "Kent," is being commissioned at Chatham (with Captain J. Wolfe-Murray in Command) for the Far East for which she will leave on July 3 to replace H.M.S. "Hawkins."—Reuter.

STRANGE ASSAULT.

\$5 NOTE AND COPPERS AS A MISSILE.

NAVAL OFFICER ASSAULTED.

Lieutenant D. L. C. Craig, R.N., reported to the police that at 6.45 p.m., yesterday, while returning from Fanning on public motor car No. 314, near a bridge at Lai Chuen Valley, a Chinese wrapped up some copper cents in a five dollar note and threw it at him, hurting his left eye.
The man was arrested.

INDECENCY.

YU LAM TERRACE AGAIN.

Cases of indecent behaviour by Chinese of the lower class seem to have suddenly developed into an epidemic, and the favourite haunt of these parasites appears to be Yu Lam Terrace.

Yesterday a Chinese was fined \$50 or four weeks' jail by Major C. Wilson, O.B.E., at the Central Magistracy, and this morning his Worship passed a similar sentence on a second man who was also arrested in the same locality.

In this case the man was watched for ten minutes, by a Chinese gentleman and his son from the verandah of their house, and during that time the defendant acted improperly on three separate occasions as girls went past. After the third occasion, the youth went down and seized the defendant whilst the father went to the District Watchmen's quarters and got a watchman to arrest the defendant.
The Magistrate commended both father and son for their action in giving information against the accused.

U. S. DEMOCRATIC CONVENTION.

OPENS TO-DAY.

"AL" SMITH A DECIDED FAVOURITE.

HIS RIVAL "NOWHERE."

Houghton, Texas, Yesterday.
Shirt sleeves are rolled up literally, in preparation of the National Democratic Convention, which opens on June 26.
The temperature to-day is over 90 degrees in the shade.
Governor Smith's forces appear to be in supreme command of the situation as dry and Anti-Tammany.

The defenders, chiefly from the South, who are the backbone of the anti-Smith faction, are fighting furiously, but most observers seem to be agreed that Smith will almost certainly be nominated on the first ballot and that his principal rival, Senator Reed, will be nowhere.

A curious feature was a demonstration of 3,000 Southern women, militant, anti-catholics and anti-dry to whom Smith is anathema.—Reuter's American Service.

IN ICE ROOM.

THIEF AT THE PEAK HOSPITAL.

Six week's hard labour was imposed by Mr. R. E. Lindsell, this morning, on a thief who entered the Peak Hospital on Sunday.
According to the prosecution the defendant was seen by a nurse in the ice room at 3.30 p.m. on that day. He was then caught and was handed over to the police.

"SHUN PO" CASE.

(Continued From Page 1.)

Mr. Fitzroy was proceeding to point out that his Worship had fined each partner \$250 or one month, when Col. Eaves inquired if Mr. Fitzroy was asking him to reconsider the fines also, or merely his power to impose such fines.
Mr. Fitzroy replied that the printers of the paper, in the ordinary course of work, probably had printed the matters unknowingly, with a junior in charge who probably knew very little about such matters. However, he would not press for a revision of the amount of the fines imposed.
Referring to the apology suggested by the Magistrate in his decision, Mr. Fitzroy asked that that be deleted from the decision if his Worship could see his way to do so.

AN ACT OF MERCY.

Col. Eaves pointed out that the apology was not part of the sentence but merely an act of mercy.
Mr. Fitzroy agreed, but said that he would rather see it deleted from his Worship's judgment.
It was going very far, Counsel said, not only to ask the defendants to apologise but to request the people to deal with the Japanese. It was one of the things which was utterly impossible for a paper which had taken that line to comply with.

In conclusion, Mr. Fitzroy said that he had been told that the paper had closed down and the presses dismantled, so that there was now nothing to levy on.
Col. Eaves asked if the other party had been notified of the application, and Mr. Fitzroy replied in the negative, stating that his application was an ex parte one.

APPLICATION GRANTED.

Col. Eaves decided to grant the application for a rehearing on the points raised by Mr. Fitzroy, but he should certainly like to hear Mr. Lo who was the aggrieved party under Mr. Fitzroy's application, and directed that the defendants be notified.

Replying to a question by the Magistrate, Mr. Fitzroy said that he did not think it would be necessary for his Worship to hear fresh evidence. But he said, if the other party had anything to say, he would suggest that the Magistrate hear them. Mr. Fitzroy added that he understood that Mr. Lo had no further instructions, and he believed that the people concerned have disappeared.

His Worship fixed 2.30 p.m. on Tuesday next for the rehearing of the case on the points mentioned by Mr. Fitzroy only.

TRADE IN PERSIAN GULF.

A RUSSIAN BID.

SOVIET STEAMER WITH MIXED CARGO.

LADY DOCTOR IN TROUSERS.

Basra, Yesterday.
The Soviet steamer "Tobolsk" with a cargo of sugar piece goods and machinery has anchored off Mohammerah in connection with a scheme to promote Russian trade in the Persian Gulf, where British trade at present is predominant.
The "Tobolsk" carries a lady doctor who wears trousers.—Reuter.

P. J.'s WARNING.

MUST GET RECEIPTS FOR PAYMENTS.

"VERY UNBUSINESSLIKE."

The following dialogue took place in the Summary Court this morning:—

The Puisse Judge (Mr. Justice Jacks): Have you the rent receipts?

Chinese Defendant: No, I did not keep them.

His Lordship (sternly): That is very unbusinesslike.

Defendant: But I am not a business man, I am a doctor!

His Lordship: Well, it is of no use your coming to me to ask me to help you if you don't keep your receipts.

Absolute Necessity.

This was another case in which one side was legally represented and the other was not. His Lordship exercised meticulous care in explaining the points at issue to the aide without legal assistance and, as he has done before, stressed the absolute necessity of obtaining receipts for payments of any kind.

Mr. Leung Pat-u, the well-known Chinese merchant and property owner, who was represented by Mr. O. E. C. Marton, sued Mr. Lai Ping-sun, a Chinese "doctor," for \$150 being two months' rent on the ground floor of No. 356, Shanghai-street, Yaumatei.

No Instalments.

Plaintiff's case was that rent for the 9th and 10th months of last year were outstanding, at \$75 a month. For the 8th month, \$20 had been paid, he had agreed to waive the balance of \$55 for that month and he now stood by that.

Defendant agreed that he had not paid rent for the 9th and 10th months, but that he had paid for the 8th month—which was not material to the issue.

On His Lordship giving judgment for plaintiff for the claim and costs, defendant applied for instalments. Mr. Marton opposed, on the ground that defendant had paid subsequent rental to a new landlord. The application was refused.

WATER METERS.

ABERDEEN CHINESE JAILED.

At the Central Magistracy before Mr. R. E. Lindsell this morning, a Chinese was charged for stealing four water meter index covers from the Main-street, Aberdeen.

An official from the water works, asked His Worship to take a serious view of the matter. The cover, he said, cost only 50 or 75 cents, but the cost of replacing would be \$2 or \$3. Although there was no evidence to connect defendant with the theft of other meters, there had been about 100 meters stolen recently.

His Worship sentenced the defendant to 6 weeks' hard labour.

Rugby, June 24.—A moving tribute to the memory of one of the pioneers of trans-Atlantic flying was paid yesterday by Lieutenant William Stultz, the pilot of Miss Earheart's "Atlantic" seaplane "Friendship," and Mr. Gordon the navigator of the machine.

They flew to Manchester and after a civic reception, laid a wreath on the grave of Sir John Alcock, who with Sir Arthur Whitten-Brown made the first flight across the Atlantic in 1919.—British Wireless Service.

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